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PRCUTS STAGE 2 BURWOOD-CONCORD PRECINCT

Master Plan Report

Prepared for City of Canada Bay Council | GroupGSA | 05 Jun 2024

We acknowledge the traditional custodians of the land, and pay our respects to their elders past present and emerging, recognising their continuing connection to land, waters and culture.

Issue	Title	Date	Prepared	Checked
1	Draft Issue for Review	22/06/23	DD/HR	JK/HR
2	Final Draft	30/06/23	MH/HR	JK/HR
3	Final Draft Issue	20/07/23	MH/HR	JK/HR
4	Final Draft Issue	27/07/23	MH/HR	JK
5	Final Draft Issue	18/08/23	MH	JK
6	Final Draft Issue	25/09/23	MH/HR	HR
7	Final Draft Issue	05/10/23	MH/HR	HR
8	Final Draft Issue	09/10/23	DD/HR	HR
9	Final Draft Issue	03/11/23	MH/HR	HR
10	Final Issue	08/11/23	MH/HR	HR
11	Variation Draft Issue	20/02/24	DD/HR	JK/HR
12	Variation Final Issue	26/02/24	DD/HR	HR
13	Variation Final Issue	27/02/24	DD/HR	HR
14	Revised Final Issue	09/04/24	DD/CW	JK
15	Revised Final Issue	05/06/24	DD/CW	CW

City of Canada Bay

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1.0 INTRODUCTION

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1.1 INTRODUCTION

Project Background

The Parramatta Road Corridor Urban Transformation Strategy sets out a 30 year plan for development located along the Parramatta Road corridor, extending 20km from Camperdown to Granville.

The Parramatta Road Corridor Homebush, Burwood, and Kings Bay precincts will feature a highly accessible and permeable public domain, with enhanced transport options, a greater degree of local amenity, and a thorough integration with existing proposals throughout the study area.

The Parramatta Road Corridor Urban Transformation stage 1 included the proposed development of Homebush North, Burwood, and Kings Bay, with stage 2 extending the vision which integrates this existing proposal, and seeks opportunities for growth throughout the rest of these precincts.

Our approach to the PRCUTS stage 2 Urban Design Review and Master Plan is to understand each precinct on an individual level to uncover strengths, opportunities, and distinct characteristics, whilst offering potential improvements to achieve the best urban design outcomes through:

- Improved access to public transport options.
- A pedestrian friendly public domain.
- Introduce a more diverse housing and land use mix.
- Understanding of local culture and heritage.
- Facilitating quality open and recreational space.

The Burwood Precinct is located to the far north of the existing Burwood town centre which culminates south of the precinct at Parramatta Road. It consists of primarily a low density residential community, stand-alone shops, and a number of commercial premises within the stage one study area.

Under the PRCUTS, the vision for the Burwood Precinct is a lively, diverse, and permeable new neighbourhood along Parramatta Road, which provides an activity hub for the immediate community and offers a range of retail opportunities.

Study Process

The project has been undertaken over two phases, which constitute the development of the PRCUTS Stage 2 Masterplan:

- Phase 1 - Baseline Analysis
- Phase 2 - Urban Design Review and Masterplan

Phase 1 Baseline Analysis provides a background briefing of the project, summarises the strategic context and site analysis to establish opportunities and constraints to be further developed to as part of phase two urban design review and master plans.

Phase 2 Urban Design Review and Masterplan includes a thorough study of the existing PRCUTS proposed controls for the Stage 2 precinct study areas. A process of built form testing, which takes into consideration existing controls, regulations, and best-practice urban design will inform the Stage 2 Masterplan.

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1.2 COUNTRY

We acknowledge the traditional custodians of the land upon which the site is located, the Wangal people of the Eora nation, their connection to Country, land, water, community and spirit.

We pay respect to Elders past, present and emerging.

The Wangal people knew their traditional lands as 'Wanne', which extended north from Burramattagal throughout what is today Sydney's inner-west.

The people of the Eora nation have an enduring relationship with their traditional lands which extends back tens of thousands of years, and continues into the present day.

Neighbouring Darug and Eora people were the Gadigal to the east, the Wallumattagal on the northern shore of the Parramatta River and the Bediagal to the south..

This relationship with Wanne was based on the principles of custodianship, in which the Wangal people lived in and cared for their traditional lands, as it provided for them in return.

Examples of this enduring relationship are found throughout the Canada Bay region, with rock shelters and middens, bora rings and artefacts relating to the daily lives of the Wangal people displaying a close relationship with the land.

Being a coastal people with access to the Parramatta River or 'Burramattagal', fish and crustaceans composed much of their annual diet, while the region's dense bushland forests and watering holes provided essential resources and medicines.

Nearby estuarine ecosystems provided Aboriginal communities with resources for food and tool manufacture as well as a means of travelling throughout the region by water.

Burramattagal provided the means for a wide trade network which extended throughout the Cumberland Plains, as the Wangal gathered and exchanged goods with surrounding peoples.

Parramatta Road is believed to have been built on one such route which brought together the indigenous people of the Sydney basin, with strong ties to their history and story telling, known as a song-line.

The Wangal people are remembered today immortalised in the names and gathering places found throughout Wanne, though European colonisation in the 18th century sought to break this relationship, their impact endures and shapes the past, present, and future of Canada Bay.

Murama Healing Space, Newington Armoury, Wangal Country. Source: Tranby National Indigenous Adult Education

1.3 POST-SETTLEMENT

Parramatta Road was opened in 1811 to link the Sydney colony to its western settlements and to the growing township of Parramatta.

It is one of Sydney's oldest roads and the first road in Australia to be built between two distinct settlements, around which much of the city's later development would occur.

Though the early route was poorly built, relying potentially on an originally indigenous walking track and songline, it would be formalised in the early 19th century and opened to public use, funded in part by a toll and by those who were beginning to travel into the colony's unexplored inner reaches.

Parramatta Road would quickly become one the colony's busiest thoroughfares, transporting regional goods from Sydney's bread-bowl in Parramatta to its metropolitan centre. A stagecoach was introduced in 1823 to transport pedestrians, a journey which would take an hour and a half and was fraught with many potential dangers.

Settlements would begin to flourish on the banks of Parramatta Road as accommodation, shops, services, and churches would seek to provide for those travelling between the two settlements, and those who had established small-holdings in the lands they had travelled.

These settlements would form many of the suburbs and urban centres found along the road today, including Burwood, Concord, Strathfield, and Ashfield.

With the introduction of the Parramatta-Sydney rail line in 1855, residential development throughout the region increased sporadically, as now residents were able to move throughout the region with relative ease.

As motorisation began in the early 20th century, Parramatta Road transformed from a trade route into a highly congested thoroughfare, which required significant road widening, and led to a huge population increase alongside the process of Sydney's suburbanisation.

As a result, commercial activity along Parramatta Road would wane, and while its outlying urban centres would continue to thrive, shops along the road's extent would experience much less activity, due to the significant congestion, pollution, and use mainly as a through-way.

Proposals originating in the late 20th century envision an enlivened Parramatta Road which brings the same life to the region experienced during its early years.

History of Concord

In 1792 Governor Phillip had a convict stockade built on the Long bottom Government Farmlands, which is now as Concord Oval.

Concord was first settled in 1793 when land grants were given to four free settlers and five non-commissioned officers of the NSW Corps.

The region would remain relatively untouched until 1834, when the first land sales in the area took place. Emanuel Neich was one of the larger buyers of the land.

A lack of transport was a problem that faced Concord in the late 19th century. The nearest train link was Redmyre Station, now known as Strathfield Station, which opened in 1855 on the Parramatta line.

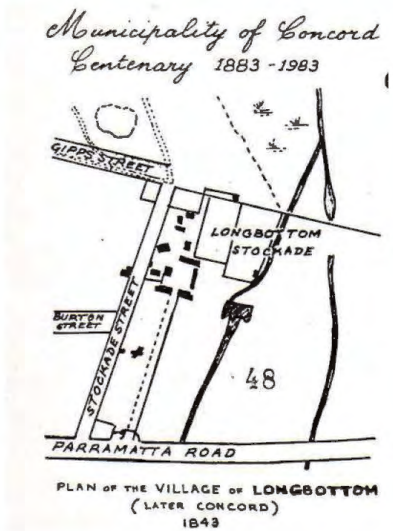
Concord was characterised with small workshops and residents until 1886, when large-scale industry complexes opened, such as the Australian Gaslight Company at Mortlake. As the roads, railway and river facilities circumvented Concord, new commercial and industrial developments remained on the perimeter of the area. The heart of Concord was made up of scattered residential which increased.

Tremendous growth would follow the introduction of Burwood Station as one of six stops on the Parramatta-Sydney rail line, around which a commercial centre would arise. Schools, churches, and shops would provide for this sparse local population, St Mary's Catholic Church on Parramatta Road being built in 1871.

As Sydney's west underwent a process of suburbanisation in the early 20th century, Burwood and Concord's resident population would continue to grow and would shift from an agricultural region to a primarily residential one.

Parramatta Road, circa. 1879-1899, Source: State Library of NSW

St Marys Catholic Church built in 1871, Source: St Marys Catholic Church



Plan of the Village of Longbottom (Later Concord), 1843
Source: Canada Bay Heritage

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1.4 ECOLOGY

The City of Canada Bay is located along the banks of the Parramatta River, and is home to a diversity of riverine, bushland, and plains ecological communities.

The most common extant ecological community found in Canada Bay is the Sydney Turpentine-Ironbark Forest, characterised by its tall canopy located on Wianamatta shales.

Remnants of this ecological community are found throughout Canada Bay, most prominently so in Queen Elizabeth Park, on schools grounds, and in the many reserves within its residential neighbourhoods.

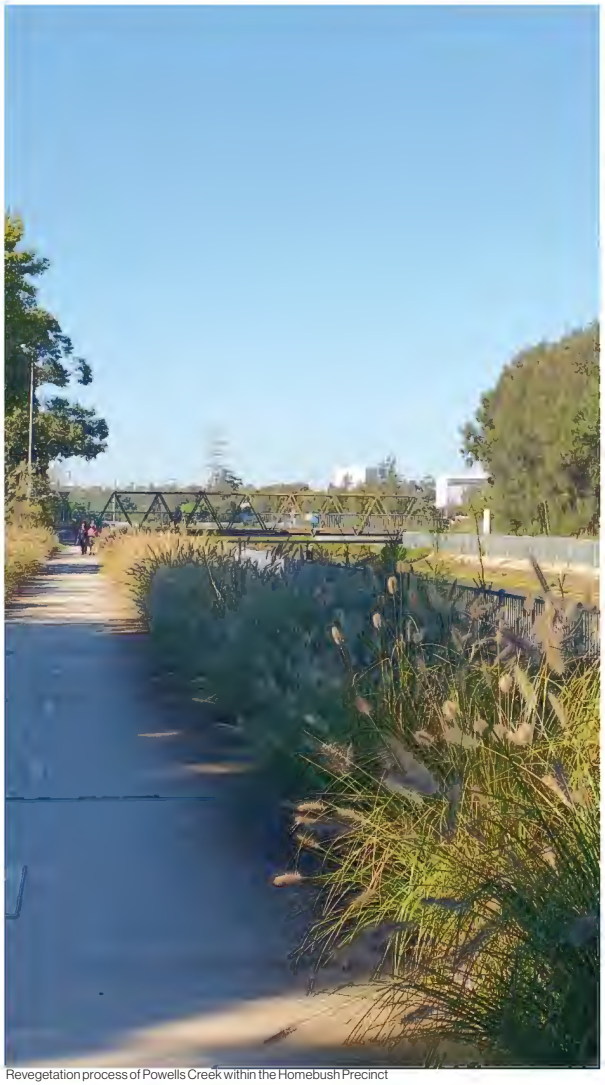
Along the Parramatta River and its many minor tributaries which run deep into the landscape, more coastal and riverine ecological communities are common, with the revegetation efforts of Iron Cove Creek encouraging Floodplain Forests and Coastal Saltmarshes to flourish.

The wetlands of Powells Creek were once common throughout the entire extent of the Parramatta River, supporting a highly diverse community of terrestrial and oceanic fauna.

Examples of these wetlands still remain intact throughout Homebush's north and are integrated into the walking tracks and cycling paths in and around Newington Armoury.

City of Canada Bay's environmental strategies prioritise the preservation of these extant ecological communities, and the integration of them into the city's existing and future urban canopy and open spaces.

Preservation of remnant fauna through community guided sustainability goals aim to minimise the impact of the city's growing urban community on the many native mammals, reptiles, and fish that still call this region home.



Revegetation process of Powells Creek within the Homebush Precinct

Turpentine Ironbark Forest found in Queen Elizabeth Park, adjacent to the Burwood Precinct -

Recreational open space with plains flora found in Powells Creek in the north of the Homebush Precinct

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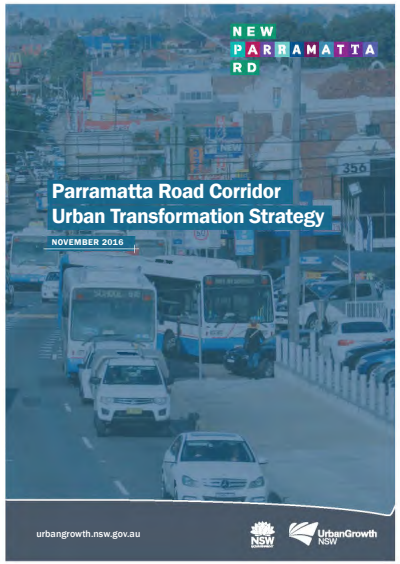
2.0 POLICY CONTEXT

02

2.1 PARRAMATTA ROAD CORRIDOR URBAN TRANSFORMATION STRATEGY

The Parramatta Road Corridor Urban Transformation Strategy is the long-term vision for developing population and employment growth in the Parramatta Road Corridor.



Parramatta Road Corridor Urban Transformation Strategy

Combining big picture considerations, a sub-regional response, and the depth of local knowledge required to plan for existing and future communities, it will lead to the enlivening of this important Sydney artery.

The Strategy is supported by the Implementation Tool Kit – four documents that will guide and inform how the Strategy is to be implemented, and are summarised on the following pages.

While the Strategy does not directly rezone land, it establishes the framework for land use and transport planning to guide, coordinate and facilitate changes to local planning controls that will lead to the Corridor's transformation. The Strategy will be implemented through planning proposals prepared by landowners or developers, comprehensive local environmental plan reviews undertaken by councils, and State environmental planning policies for future Priority Precincts.

The strategy sets out a vision for the corridor of tomorrow:

- housing choice and affordability
- diverse and resilient economy
- accessible and connected
- vibrant communities and places
- green spaces and links
- sustainability and resilience
- delivery

Relevance to project:

The Strategy sets an overarching vision and high level employment and dwelling projections that are summarised in the adjacent pages. It also identifies a number of challenges to achieving these, which have been synthesised graphically onto maps in the next chapter.

Burwood Precinct

The Burwood Precinct is to be a gateway to Burwood Town Centre based around the enlivened spine of Burwood Road strengthening the existing amenity for new residents.

The Precinct will also connect to existing open space areas, such as Burwood Park to the south, and Queen Elizabeth Park and St Luke's Park to the north. The northern parks are part of the open-space network that leads to the Harbour.

Extending north from Burwood Station, the renewed streetscape will likely continue to Parramatta Road and form part of the regeneration of the Parramatta Road area.

Streets within the Precinct will include tall and medium-density residential buildings, and mixed-use buildings. Residential development will occur in adjacent streets. This development will be designed to sensitively respond to the character of heritage structures, open space, educational facilities and existing residential neighbourhoods.

Built form will generally taper down towards the north, transitioning to the adjoining lower-scale residential areas. The area north of Parramatta Road will be characterised by lower-scale development that will provide additional definition to street edges and open space areas.

The Precinct's new open spaces and road connections will provide a denser network of walkable paths and reinforce links to surrounding open space areas. New streets are planned north of Parramatta Road, while new open space is included in the area south of Parramatta Road. These changes will increase connectivity and encourage pedestrian traffic.

- Population: 11,400 by 2050
- Homes: 5,500 by 2050
- Jobs: 3,800 by 2050

2.2 PRCUTS IMPLEMENTATION TOOL KIT

The Strategy is supported by the Implementation Tool Kit – four documents that will guide and inform how the Strategy is to be implemented, and are summarised on the following pages.

PRCUTS Planning and Design Guidelines

The purpose of the Parramatta Road Corridor Planning and Design Guidelines is to:

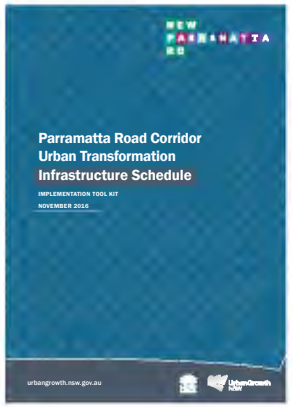
- describe the priorities and principles that will ensure future development achieves high design quality and design excellence
- guide the rapidly changing character of the Corridor whilst ensuring future development responds to the distinct character and identity along different parts of the Corridor

The Guidelines have been prepared as planning and development controls significantly differ across the local government areas that make up the Corridor, and have been developed to assist designers and planners apply 'better practice' design principles to promote high quality public, private amenity and good design.

Relevance to project:

The controls identified in the PRCUTS guidelines will be tested throughout the master plan process and recommendations made at the conclusion of the study.

The guidelines also identify a number of public domain requirements, strategic links, opportunities and constraints for each precinct, which have been identified and graphically represented for each precinct in later chapters.



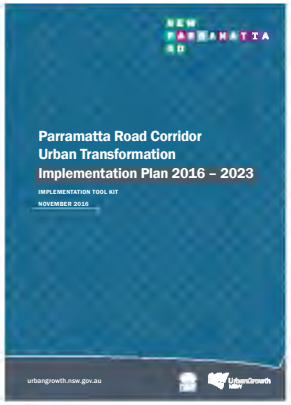
Infrastructure Schedule

Identifies infrastructure in the Corridor must respond to population growth and change.

It also recognises that some existing infrastructure is ageing or is insufficient to meet the needs of communities as they grow and change. The Infrastructure Schedule therefore identifies the transport, open space, community, education and health facilities required to support the proposed growth across the Corridor. It will also assist the coordination of infrastructure and services provided by state agencies, government-owned corporations, local government and the private sector.

Relevance to project:

Community infrastructure required for the Kings Bay Precinct outlined by Council will be integrated into the Master Plan as public domain improvements or suggested opportunities to be explored through future development in partnership with land-owners.

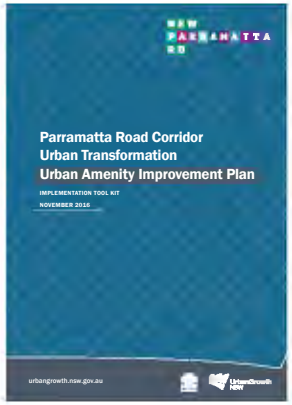


Implementation Plan

Intended to inform and guide the land use planning and development decisions in the Corridor in the short term.

Relevance to project:

- Development in the Precinct to be designed to deliver prioritised pedestrian links and through-site links as indicated in the Planning and Design Guidelines including:
  - Proposed cycle link on Broughton Street to connect Parramatta Road north to Queen Elizabeth Park shareway.
  - Desired through-site link through the Anglican Church site connecting Gipps Street to Burton Street.



Urban Amenity Improvement Plan

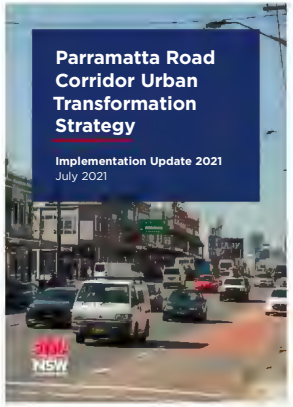
Identifies ways to deliver tangible public benefits, contributing to the delivery of liveable communities and neighbourhoods and stimulate the development.

The works fall into three categories:

- Streetscape upgrade
- Creation of new or improved open spaces, urban plazas and town squares
- New walking and cycling links to key transport nodes

Relevance to project:

- Improvements to Concord Oval as a key recreational asset, located within close proximity of Loftus Street at the precinct's eastern boundary extent.
- New cycle connection between Queen Elizabeth Park and Burwood Park.



Implementation Update 2021

Supplemented Implementation Plan 2016 - 2023 with additional actions.

Relevance to project

- Stage Two Concord Precinct proximity to Burwood North Metro Station within the Stage One study area.
- Transport for NSW improved public transport infrastructure within the corridor and along Parramatta Road may adjust road widths and acquisitions at the Parramatta Road interface.

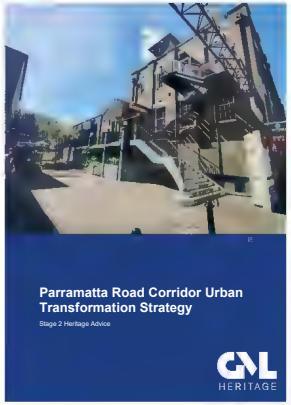
Stage One Burwood Precinct Master Plan Report

Guides development within the Stage One study area of the Burwood Precinct, determining built form controls and amalgamating Council strategies with PRCUTS outcomes.

The scope of the Stage One Master Plan extends from Broughton Street to Loftus Street south of Burton Street and includes the future Burwood North Metro Station precinct. This report determines the precinct's future land use mix, built form controls, active frontages, and location of open space. It functions to inform the Burwood North Special Precinct section of the Canada Bay DCP, and will amend the Canada Bay LEP 2013.

Relevance to project:

- The future built form controls outlined in the Stage One Burwood Precinct Master Plan will inform the development of surrounding areas and that included in the Stage Two study area.
- Integration with the Master Plan to create a cohesive overall Burwood-Concord Precinct will require an understanding of the precinct's future character.
- Built form controls proposed in Stage Two will reflect Council's desired outcomes for the precinct, and respond to shared interfaces with the Stage One study area.
- The Stage Two masterplan is an extension of the Stage One Burwood Precinct, to its north and west.



Parramatta Road Corridor Urban Transformation Strategy - Stage 2 Heritage Report

This report provides heritage advice on the management of identified heritage items and conservation areas within and in the vicinity of the Stage 2 areas. This report:

- Outlines the process and inputs to date and provides justification for the continued protection of identified heritage significance in the context of future increased density.
- Identifies opportunities for planning and urban development approaches that are sympathetic to existing heritage contexts.
- Describes high-level heritage conservation policy that can be applied within each study area to protect and enhance heritage significant items, places and areas.

Relevance to project:

- This assessment holds significant relevance to the project as it aims to address the preservation of local heritage items. By defining appropriate setbacks, considering the character of the area, and providing building massing responses, the assessment seeks to minimise any adverse impacts on the local heritage.
- Through a collaborative and iterative process involving the Council, GroupGSA, and GML Heritage, the assessment has been developed to define appropriate setbacks, consider the area's character, and propose building massing responses. The involvement of multiple stakeholders and the iterative nature of the assessment ensure that diverse perspectives and expertise are incorporated, resulting in a more comprehensive and robust approach to heritage preservation within the project.
- The collaboration took place through a combination of in-person and online workshops, review and feedback on proposed master plans, as well as email correspondence. This report serves as a comprehensive documentation of the entire process and highlights areas where heritage sensitivities persist, which require careful consideration in future development applications or planning proposals.

2.3 CITY OF CANADA BAY PRCUTS STRATEGIES

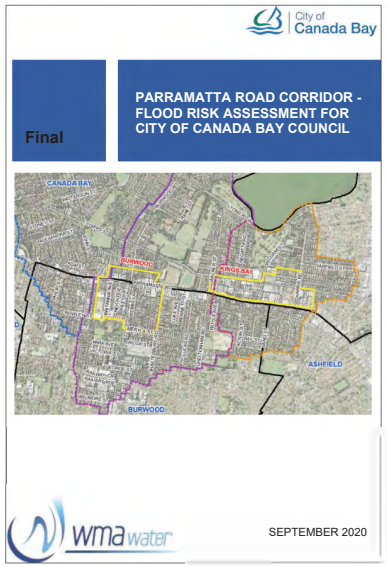
There are a number of Strategic documents that have been engaged by Council specifically for the PRCUTS. We have summarised these, and also graphically represented the key information in this report.

Sustainable Precinct Strategy

The Strategy provides strategies and mechanisms to deliver cost-effective and high environmental performance outcomes across all precincts.

Relevance to project:

The Stage One Sustainable Precincts Strategy was produced as an addendum to the Stage One Strategy. The addendum states therefore, that the proposed recommendations from Stage One, pertaining to sustainability considerations, are still deemed significant and should be considered and implemented in the subsequent stages of the project.



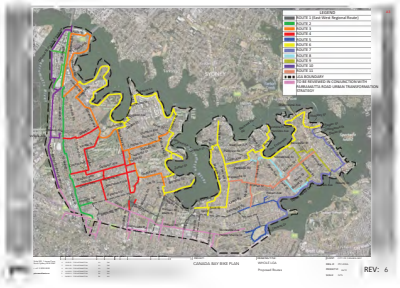
Parramatta Road Corridor Flood Risk Assessment

The assessment maps the flood risk across a number of potential scenarios for the Burwood and Kings Bay precincts.

Relevance to project:

Key mapping of flood risk for each precinct has been graphically represented in later chapters.

Further flood assessment is intended, however, it has not been carried out in time to provide input for the masterplan.

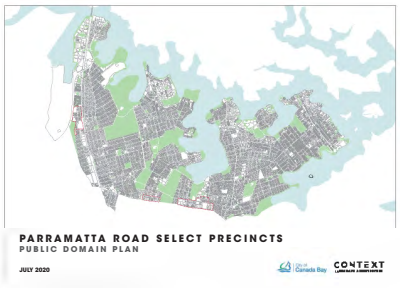


Canada Bay Bike Plan

The Draft Bike Plan proposes future extensions to the existing cycling grid within City of Canada Bay, linking key locations and providing a region-wide accessibility network.

Relevance to project:

- Future cycle link proposed east-west on Gipps Street linking Burwood-Concord Precinct to Kings Bay Precinct via Queens Road.
- Stanley Street and Broughton Street south to be integrated into wider cycle network, linking St Lukes Park to Queen Elizabeth Park.



Parramatta Road Select Precincts Public Domain Plan

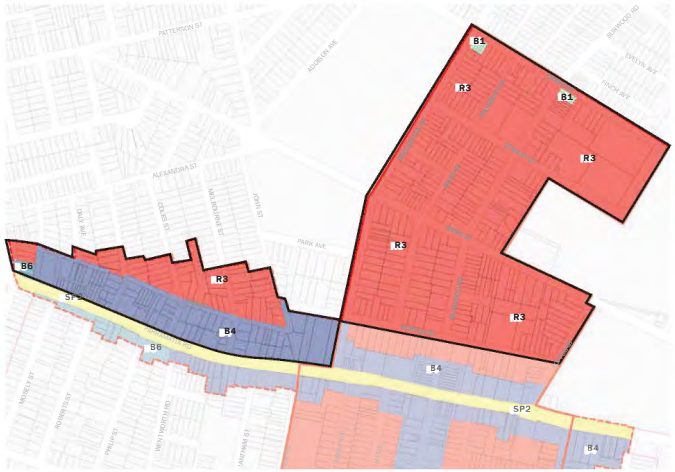
The Parramatta Road Public Domain Plan has driven the future public domain character and amenity of Stage One precincts, which will inform the development of the Stage Two master plan and vision.

Relevance to project:

- Future public domain character and specifications to be integrated into the Stage Two masterplan, creating cohesive wider precincts which respond to one another.
- Proposed street setbacks to be considered for re-application throughout Stage Two precincts.
- In addition to the Stage 1 PDP, the masterplan needed to align with and inform the Stage 2 PDP.

2.4 PRCUTS DEVELOPMENT CONTROLS

Recommended Land Uses



Recommended land uses within the Burwood Precinct consists primarily of an R3 Medium Density Residential north, with land zoned B4 Mixed Use concentrated along Parramatta Road.

R3 Medium Density Residential areas maintain their residential character, but allow the introduction of multi-dwellings, town houses, and medium rise apartments.

B4 Mixed Use areas maintain their primarily commercial ground floor activation, but allow shop-top housing and greater residential density

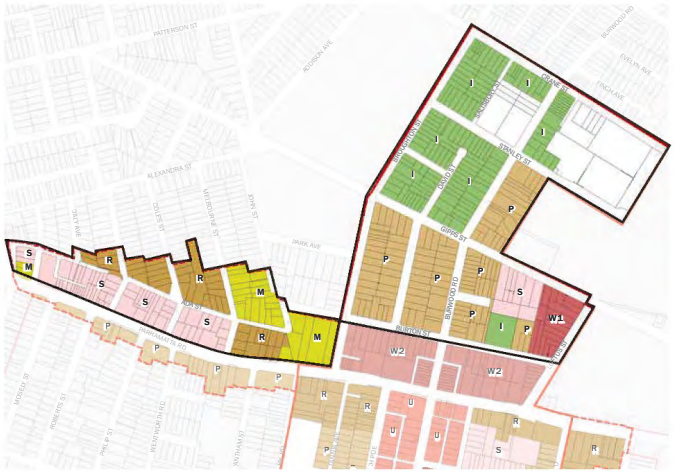
As of April 2023, Canada Bay has adopted amendments to SEPP (Land Use Zones) 2022, in which business and environmental zones have been re-organised. Mixed-use zones are now represented by the MU 1 Mixed-Use zone.

- Precinct Boundary
- Frame Boundary

Land Use

- R3 Medium Density Residential
- B4 Mixed Use
- B6 Enterprise Corridor
- SP2 Infrastructure
- RE1 Public Recreation

Recommended Building Heights



Maximum building heights throughout the Burwood Precinct aim to provide an appropriate transition between an uplifted town centre along Parramatta Road within the stage one study area, and the surrounding low-rise residential community.

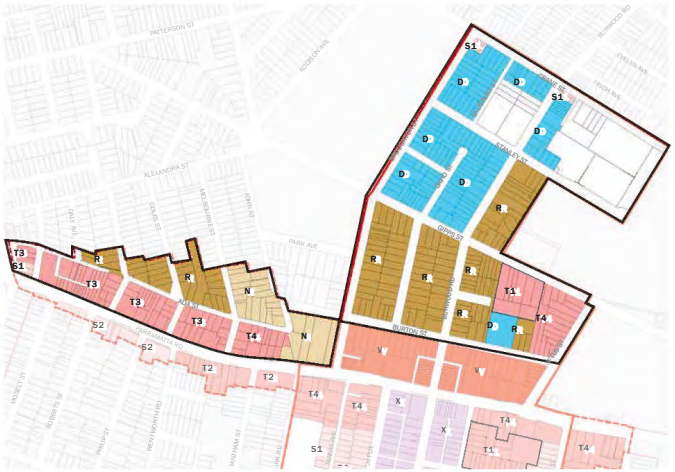
Recommended heights within the study area reflect their contextual fit, with 8.5m single dwellings located throughout the precinct's north, with increasing heights towards main roads and the stage one town centre. A suggested 42m maximum height is located adjacent to Concord Oval.

- Precinct Boundary
- Frame Boundary

Height of Buildings

- J 8.5m
- M 12m
- P 17m
- R 21m
- S 24m
- U 32m
- W1 40m
- W2 42m

Recommended Densities



Recommended densities calculated as floor space ratio ensure that proposed development achieves a desirable size and scale which reflects their land use, and ensures that the maximum building height may be reached.

Densities throughout the study area achieve an FSR of achieve a variety of building typologies and residential densities, with those reflecting a more suburban character found to the precinct's north, and those supporting taller buildings to its south.

- Precinct Boundary
- Frame Boundary

Floor Space Ratio

- R 1.4:1
- S 1.8:1
- T1 2.1:1
- T2 2.2:1
- T3 2.4:1
- V 3.0:1

2.5 CITY OF CANADA BAY POLICIES AND GUIDELINES

There are a number of Local Government Policies and guidelines that will be taken into consideration.

City of Canada Bay Local Strategic Planning Statement

The City of Canada Bay Local Strategic Planning Statement (LSPS) is the core strategic planning document for the City of Canada Bay. It will guide the character of the centres and neighbourhoods into the future.

The LSPS brings together and builds on planning work found in Council's other plans, studies and strategies such as the Local Environmental Plan (LEP), Development Control Plans (DCP) and Contributions Plans. The LSPS will be used to update key components of these plans.

Relevance to project:

The PRCUTS precincts can respond to and strengthen the land use vision set by the LSPS. There are also a number of Priorities identified in the LSPS that PRCUTS can respond to:

- Action 1.6: Actively encourage the shared use of land and facilities, including schools, but only where the shared use does not reduce the existing availability of public open space and facilities for general community use.
- Priority 5 to provide housing supply, choice and affordability in key locations. The PRCUTS study is specifically highlighted as being able to directly respond to how the additional dwellings needed in the LGA can be provided.
- Action 5.5: Require a minimum of 5% of the Gross Floor Area of new development to be dedicated as affordable housing
- Action 10.2: ensure that the future built form controls and the structure of street blocks facilitiate:
  - alternate access from a road, other than Parramatta Road
  - double height ceilings for ground floor uses that front Parramatta Road
  - rear lane low bay access for small truck and customer parking
  - shared loading facilities for non residential uses

Employment and Productivity Study

The study acknowledges that the Parramatta Road Corridor is undergoing significant change as part of the PRCUTS.

It makes recommendations that aim to ensure that sufficient and appropriately located retail floorspace is provided in the precinct's emerging centres to allow for future employment of local residents, to support emerging local businesses, and ensure that Canada Bay remains a productive region.

Relevance to project:

The study highlights issues present within the precinct which hinder its current productivity potential and aim to develop its local economy in future, in particular:

- Priority 9: Incorporate displaced industries in the B6 and IN1 zones within future mixed use and enterprise precincts along Parramatta Road as part of the PRCUTS
  - Action 9b: Require ground floor lots greater than 200 metres from existing or proposed centres to:
  - Include a rear lane running through proposed blocks
  - Require ground floor uses fronting Parramatta Road to have double-height ceilings
  - Have rear-lane low-bay access to facilitate small truck access and customer parking

City of Canada Bay Housing Strategy

The Local Housing Strategy analyses the population, demographic and supply issues associated with the delivery and take up of housing in the LGA.

This assessment is required by City of Canada Bay Council to develop an understanding of what it could do to plan for and deliver optimal residential outcomes for its community.

Relevance to project:

The Strategy identifies a number of actions relevant to the PRCUTS:

- Large-scale urban renewal to deliver high density housing in the form of apartments as outlined under State Government plans
- Develop the Parramatta Road Urban Transformation Precincts as higher density apartment development areas in the short to medium-term.
- Housing diversity and choice to be further addressed by infill development around centres, based on planning controls that are feasible, to provide a wider range of housing forms whilst being respectful of local neighbourhood character

Social Infrastructure Community Strategy and Action Plan

Provides an audit of all community facilities located within our area and owned by Council, NGOs, private sector, and Government agencies.

These trends and principles should inform the future kinds of social infrastructure that is funded and developed within Canada Bay, as well as how they are delivered. The following principles should drive the design and delivery of future community facilities, services and programs to 2036:

1. Diverse and activated
2. Inclusive and equitable
3. Connected and co-located
4. Collaborative and shared
5. Multipurpose and future-proofed

Relevance to project:

The plan identifies key moves for the Concord Catchment aimed at improving Community amenities including the inclusion of:

- 1,200m2 district staffed multipurpose community hub, with large hall near future metro station (also servicing Five Dock-Canada Bay catchment)

Open Space and Recreation Strategy and Action Plan

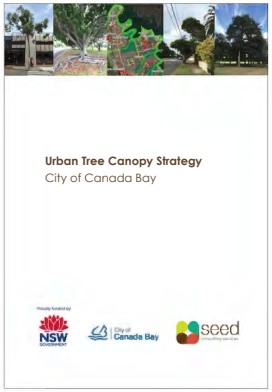
This report provides a Strategy and Action Plan for social infrastructure (open space and recreation) to 2019, 2026 and 2036. This work identifies our community's needs, to inform development of a deliverable action plan to inform Council's budgeting process as well as the operational and resourcing plans for open space and recreation facilities, programs and services.

The Strategy and Action Plan has been developed alongside a suite of other focus area strategies - community facilities, housing, economic productivity, biodiversity, traffic and transport - as part of a review of the City's planning framework. This review includes the development of the Local Strategic Planning Statement (LSPS), the land use strategy for the next 20 years and implementation through a revised Local Environmental Plan (LEP) and Development Control Plan (DCP).

Relevance to project:

The plan identifies key moves for the Concord Catchment aimed at improving local open space provision including the inclusion of:

- Green Grid recreation trails from Goddard Park to Massey Park Golf Course, and Concord Oval to Barnwell Park Golf Course (2026)
- Informal recreation opportunities in local open space to support future Metro station and increased population (2036)
- Deliver new indoor recreation courts at Concord Oval (2026)



Urban Tree Canopy Strategy

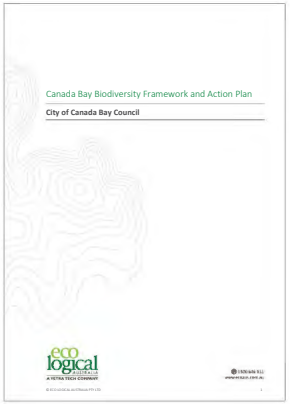
The purpose of this Urban Tree Canopy Strategy is to inform the development of the revised City of Canada Bay Local Environment Plan and to present Council's vision, priorities and actions to managing the urban forest.

Achieving the proposed increased canopy cover target will require extensive tree plantings on public and private spaces. If planned appropriately, such plantings can achieve multiple outcomes and maximise the benefits from trees. To identify broad priority planting locations, the following factors were integrated: canopy cover, potential plantable space (Sections 5.2 and 5.3), thermal heat mapping (Section 6.4), and location of proposed green grid opportunities, parks and streets.

Relevance to project:

Burwood is identified in the strategy as being a high priority hot and plantable suburb.

The strategy also looks at opportunities to interface with the Greater Sydney Green Grid.

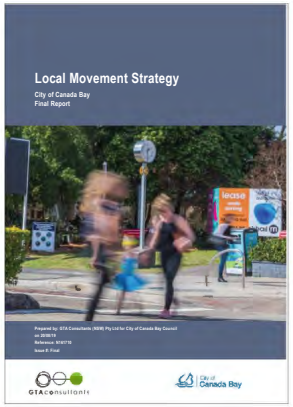


City of Canada Bay Biodiversity Framework

City of Canada Bay has developed this Biodiversity Framework and Action Plan to help to ensure that local ecosystem health including species and their genetic diversity survive in their natural habitat.

The Biodiversity Framework and Action Plan supports the Local Strategic Planning Statement which sets out the 20-year vision for land-use in the local area.

The plan is based upon six interconnected themes: native vegetation, urban waterways and foreshores, corridors and connectivity, public spaces, urban habitat and green infrastructure. This plan is supported by international, national, state and local policy that drive the development of a biodiversity plan at the local level. This Biodiversity Plan provides capacity to reinforce regional connections and enhance local corridors. It will allow for regional partnerships and is flexible enough to embrace any future infrastructure and development.



Local Movement Strategy

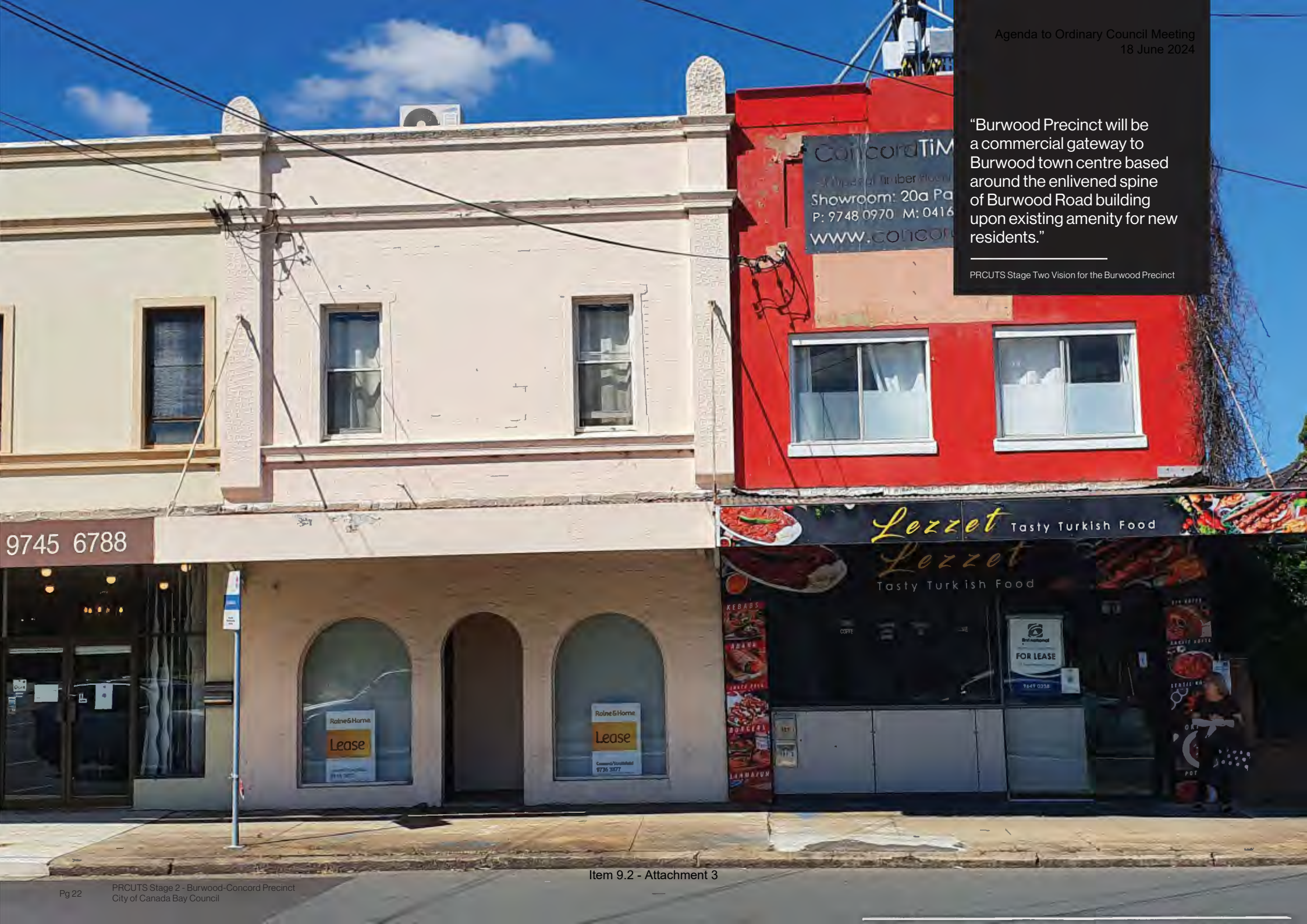
An overview of the existing transport, opportunities and constraints, future transport and land use trends and changes.

It also presents a series of actions per travel mode that support overarching strategic objectives across the Canada Bay Local Government Area (LGA). It provides a list of key future projects within and surrounding the PRCUTS precinct study areas including; WestConnex, Sydney Metro West.

Item 9.2 - Attachment 3

3.0 ANALYSIS

03



"Burwood Precinct will be a commercial gateway to Burwood town centre based around the enlivened spine of Burwood Road building upon existing amenity for new residents."

PRCUTS Stage Two Vision for the Burwood Precinct

3.1 STUDY AREA

The Burwood-Concord Precinct consists of two sub-precincts divided along Broughton Street, comprising 170 hectares with approximately 460 lots.

The precinct is primarily residential in character, with the eastern area being set-back from Parramatta Road.

The western Concord Precinct includes development on either side of Ada Street, which features commercial frontages on Parramatta Road and primarily single dwellings to its north.

There are several schools located within the Burwood-Concord Precinct, including two primary schools and a single high school which accomodates a regional catchment.

The precinct is well serviced by surrounding open space, with Queen Elizabeth Park and St Lukes Park located along Gipps Street offering immediate access to both recreational and natural green space.

The eastern Burwood Precinct is not wholly residential, with small commercial premises providing niche retail to the local community.

The Stage One study area is situated to the south of the Stage Two Burwood-Concord Precinct bound by Burton Street.

As the Stage One study area is to function as the suburb's activity centre and transport hub, the Stage Two Burwood-Concord Precinct will be largely residential.

Item 9.2 - Attachment 3

GROUPGSA

3.2 LOCAL CHARACTER

Concord Precinct

Streetscape Character

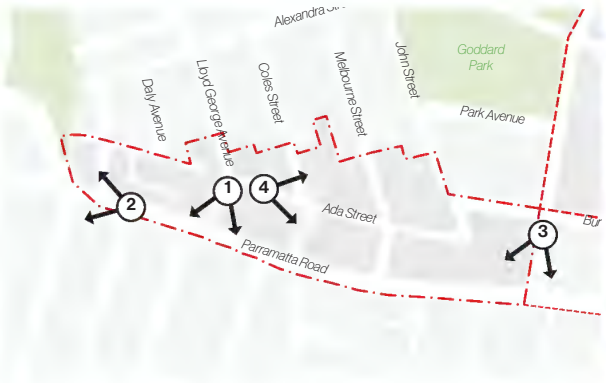
Parramatta Road is a transit corridor with six lanes of traffic with a narrow concrete median. Public domain allocations vary, ranging from a 1.2m wide pavement throughout its industrial areas, which are widened upon reaching commercial frontages. Street planting is limited, due to the presence of large commercial awnings along the road's extent and a lack of available public domain.

Commercial frontages along Parramatta Road are dilapidated, de-activated, and do not engage effectively with pedestrians.

The primary internal road, Ada Street, is unmarked, narrow, lacks a landscaped verge, and features no public domain planting, while perpendicular local roads in contrast display all of these characteristics.

The absence of public domain amenities are due to the precinct's previously commercial character and presence of infrastructure, centred around Lloyd George Avenue and the Burwood Zone Substation.

Towards Broughton Street at the interface between the Burwood Precinct and the stage one study area, mature planting features more heavily, with widened footpaths, pedestrian crossings, and public domain improvements.




1. Lloyd George Avenue links Parramatta Road to internal residential

2. Parramatta Road facing west, western end of Concord Precinct.


3. Broughton Street, a collector road which divides the Burwood-Concord Precinct.


4. Ada Street, a quiet local residential road.

Item 9.2 - Attachment 3

Concord Precinct

Built Form Character

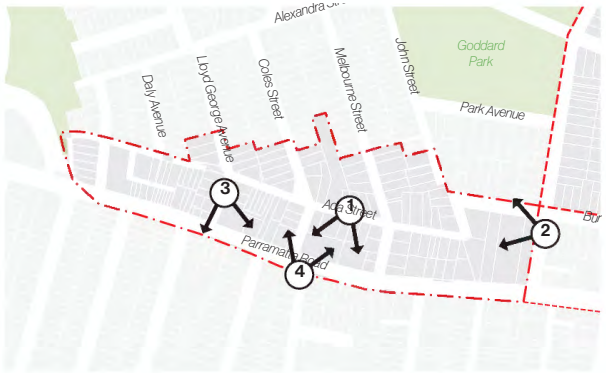
The Concord Precinct manages the interface between Parramatta Road's primarily commercial corridor, and an internal residential community which runs perpendicular to Ada Street.

Lacking strong pedestrian engagement, the Parramatta Road commercial corridor features a range of building typologies and frontages, many of which are dilapidated and are inactive.

Retail frontages are utilised rather as secondary private entries, or are wholly unoccupied. Towards its east however, larger lots accommodate setback automobile businesses.

Ada Street's residential community is comprised of primarily low-density single dwellings, with some semi-detached dwellings and medium-density apartments found further to the precinct's west. Density increases towards Parramatta Road.

This pattern is broken to the precinct's east at its interface with Broughton Street, whereby St Marys Catholic Church, school, and retirement community occupy this prominent intersection. Its three storey street-wall, heritage-listed church, and unique typology makes the site an effective gateway to the Burwood-Concord Precinct.




1. Ada Street residential single dwelling


2. An integrated church, primary school, and retirement community occupy the precinct's east.


3. Commercial buildings on Parramatta Road


4. Inactive street frontages to Parramatta Road.

Burwood Precinct

Streetscape Character

The Burwood Precinct's east is bisected by Burwood Road and Gipps Street, both of which are four-lane major local thoroughfares. Though they support considerable traffic, a mature native canopy and wide footpaths contribute to an amenable public domain, with residential frontages featuring along either road's extent.

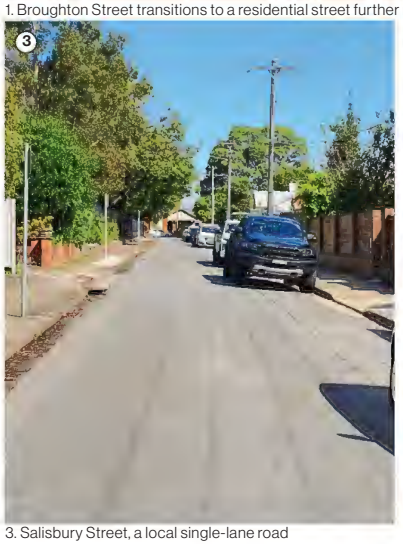
Though kerb-side parking effectively breaks congestion along Burwood Road and the eastern half of Gipps Street, its western half maintains four consistent lanes of vehicular traffic, leading to a less pedestrian-friendly public domain.

Local residential roads such as Burton Street and Salisbury Street support very little traffic, are unmarked, and do not support the same density of planting that Burwood Road and Gipps Street are characterised by.

Broughton Street runs along the precinct's western boundary, with an additional shareway featuring along the extent of Queen Elizabeth Park. This cycleway represents a rare example of dedicated cycling infrastructure within the Burwood Precinct, and culminates at Gipps Street.


1. Broughton Street transitions to a residential street further north


2. Broughton Street/Queen Elizabeth Park Cycleway


3. Salisbury Street, a local single-lane road


4. Burwood Road, the precinct's primary north-south thoroughfare

Burwood Precinct

Built Form Character

The Burwood Precinct's east is characterised by its low density residential community, which features a diversity of styles and typologies, and supports a few instances of stand-alone local retail.

Prominent locations within the precinct include Concord High School and Public School to its north, which break the overarching residential pattern, each featuring heritage-listed buildings and landscape elements.

Residential building typologies vary widely, including single dwellings, medium-density multi-dwellings, and semi-detached terrace houses. This mix provides the precinct with a residential character defined by variety, no particular styles, orientations, or heights featuring prominently.

Throughout the precinct are scattered examples of local retailers clustered at prominent peripheral intersections. Crane Street supports two such clusters at its intersection with Broughton Street and Burwood Road respectively, though these receive seldom pedestrian engagement.


1. Local neighbourhood shops on Crane Street.

2. Stand-alone veterinarian frontage on Burwood Road.


3. Heritage dwellings at 29A-33 Burton Street.

4. Burwood North Metro Station in development provides a southern gateway.

3.3 ANALYSIS

Road Hierarchy

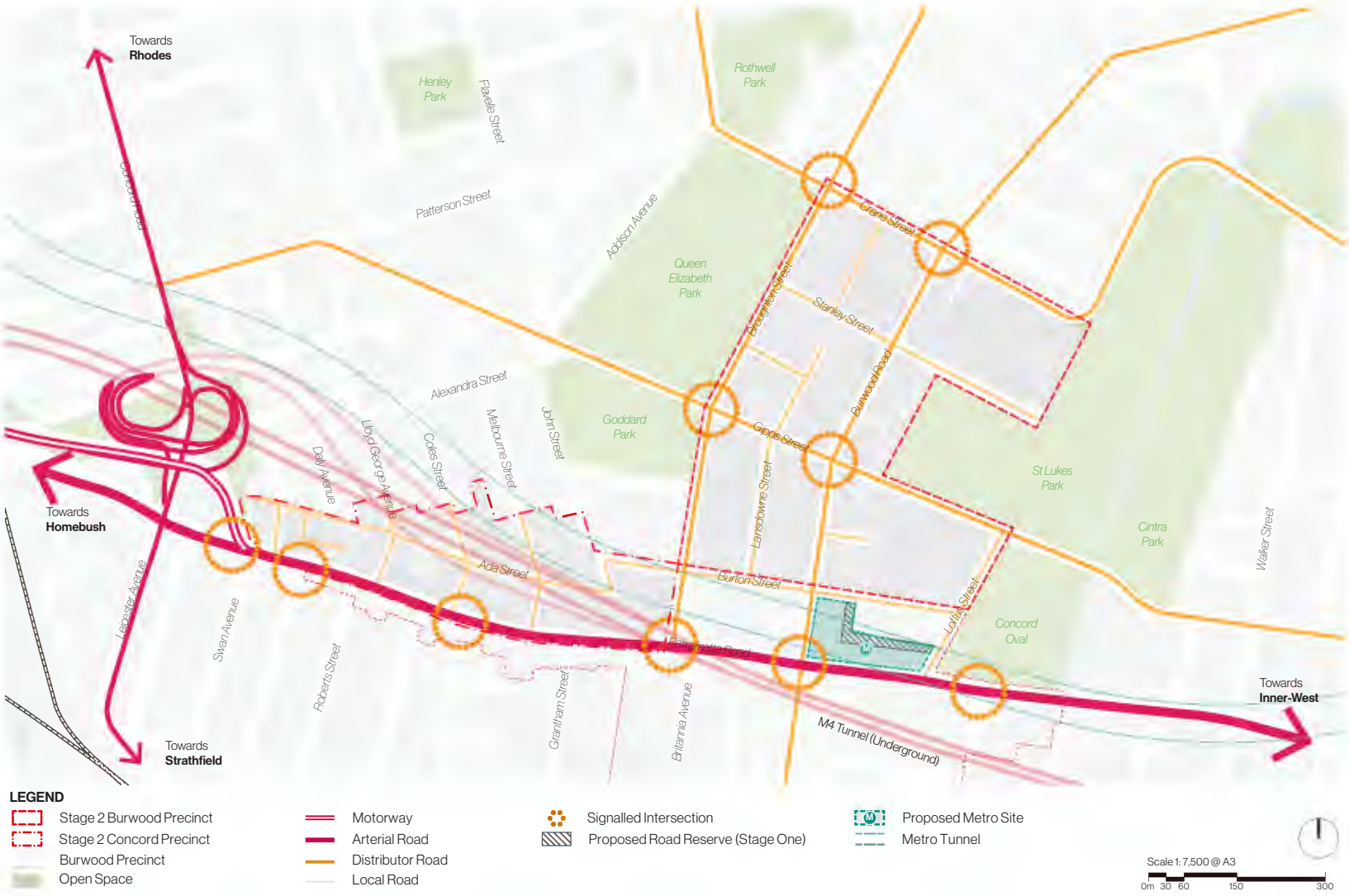
Burwood Road and Broughton Street link the precinct south to Parramatta Road, which extends along the southern extent of the precinct.

Broughton Street and Burwood Road intersect with Parramatta Road at the site's south, with Burwood Road continuing southbound towards Burwood town centre and northbound towards Bayview Park.

Broughton Street and Burwood Road are subject to congestion being the primary connector between Concord's northern suburbs and Parramatta Road.

Between these main roads are a number of smaller local streets which provide residents with access to the internal residential community, though the majority of dwellings face onto these larger collector roads.

The signalled intersections at Broughton Street and Burwood Road provide the only guaranteed access points to the site from Parramatta Road for west-bound traffic, making the western half of the precinct and Ada Road difficult to access.



Item 9.2 - Attachment 3

Public and Active Transport

Burwood Road provides the primary thoroughfare for public transport within the precinct, and access to the future Burwood North Metro Station.

The 410, 464, and 566 bus services run north-south throughout Burwood, linking Burwood Town Centre to Concord and surrounding residential suburbs, with bus stops located along this main road.

Public transport options are absent along Parramatta Road from Concord Road to Burwood Road along the southern extent of the Concord Precinct.

The proposed Burwood North Metro Station intended for completion in the latter half of the 2020s is located in the Stage 1 subject site of the Burwood Precinct to the study area's south.

Situated on Burwood Road, it will lead to future increased activation of the Parramatta Road interface, while extending Burwood Town Centre northwards.

St Lukes Park and Queen Elizabeth Park are linked by an extensive existing cycle network, with the most developed cycling infrastructure found along Broughton Street.

Item 9.2 - Attachment 3

Heritage

The Burwood-Concord Precinct features a number of prominent heritage listed community buildings, dwellings, and landscaped areas.

The two largest of these heritage items and the ones which represent the largest land-holdings within the precinct are the grounds and buildings of Concord High School and Concord Public School. Located on Stanley Street, these schools represent the earliest community infrastructure within the suburb, Concord Public School's heritage-listed central schoolhouse being constructed in 1880.

Concord High School, though constructed much later in the late 20th century, retains landscaping elements from previous iterations of the site as a tannery.

Religious buildings constitute much of the precinct's other sites, St Marys Catholic Church within its west, and St Lukes Anglican Church within its east occupying large lots.

Smaller heritage items are scattered throughout the precinct, including converted houses along Burwood Road which reflect a time of more local dependence, including the old post-office and rectory building, as well as single dwellings which display significant architectural features.

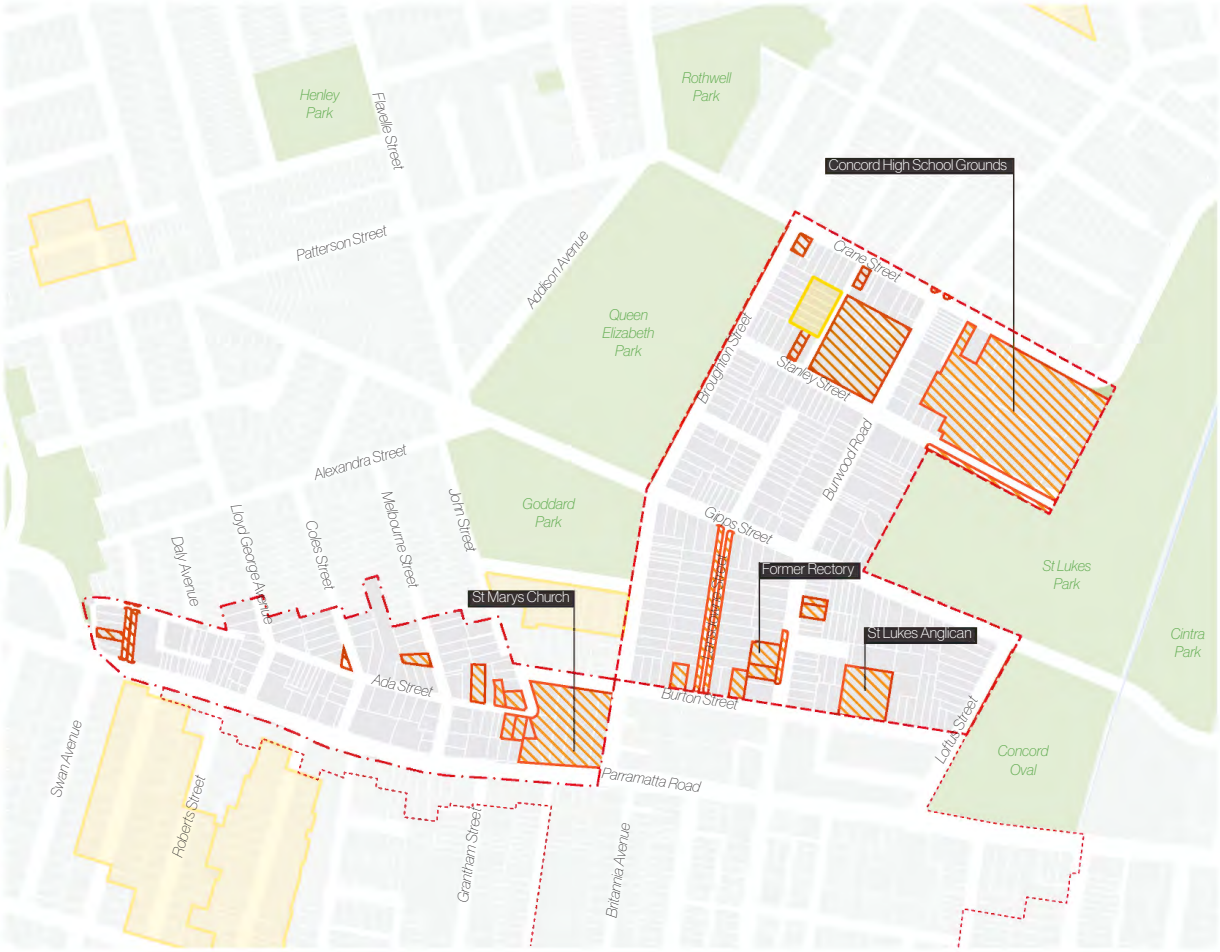
This report represents the culmination of an iterative advisory and assessment process involving Council, GroupGSA (as master planners), and GML (as heritage specialists).

The collaborative effort aimed to mitigate any potential impacts on the identified heritage values within the study areas. Throughout the process, lot amalgamation patterns, heights, setbacks, and transitions were carefully refined to minimise any adverse effects on heritage-listed items and conservation areas.

St Marys Catholic Church

St Lukes Anglican Church

Former Rectory



Item 9.2 - Attachment 3

Topography and Ecology

The Burwood-Concord Precinct is subject to flooding risk from Exile Bay throughout its western half, including much of Broughton Street.

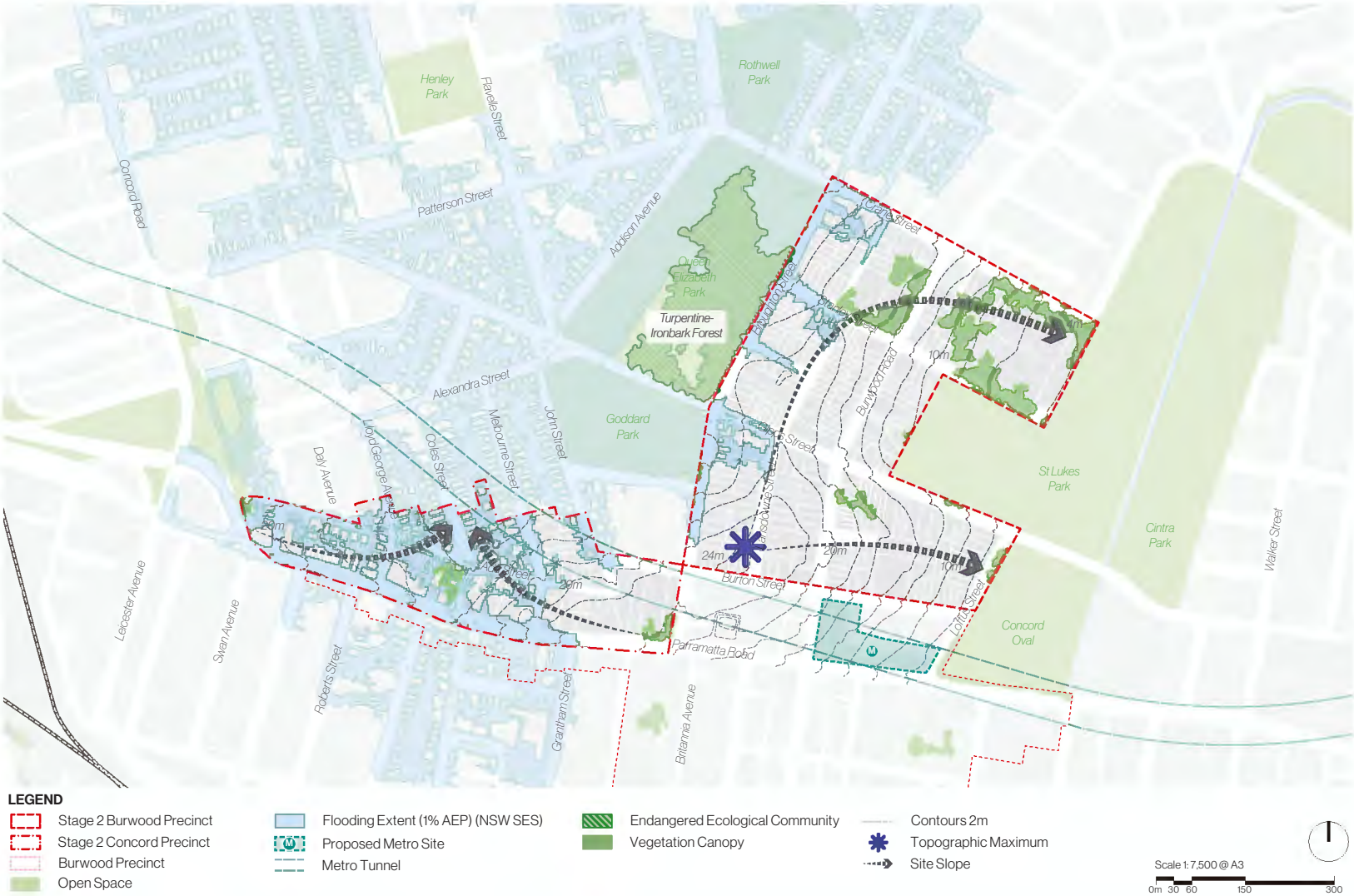
There is a considerable topographic decline of approximately 20m from the site's high point on Burton Street towards St Lukes Park and Concord Oval to the east, culminating in a watercourse of the Parramatta River.

Adjacent to Broughton Road within Queen Elizabeth Park is a large tract of Turpentine-Ironbark Forest, an endangered ecological community which engages with the surrounding streetscape via the cycling path which runs beneath it.

Street planting is sparse along Burwood Road and Broughton Street other than those interfaces with adjacent open space.

Local roads have a much greater canopy density in general, though the largest collections of mature vegetation are found in private properties, and the three schools on-site.

Flooding data is extracted from City of Canada Bay 'Exile Bay Catchment Flood Study' 2020, sourced via NSW SES.



Item 9.2 - Attachment 3

3.4 PRCUTS STRATEGIC CONTEXT

Land Use and Activation

The proposed improvements to the precinct's future land use mix and potential ground-level activation as outlined in the *PRCUTS Planning and Design Guidelines 2016* has informed our understanding of the site and master plan approach:

- Rezone R2 Low Density Residential areas into R3 Medium Density Residential areas, allowing for the construction of low-medium rise multi-dwellings found throughout much of the rest of the suburb, accommodating for an increased population and providing more diverse housing options.
- Rezone E3 Productivity Support along Parramatta Road to MU1 Mixed Use zone, allowing for a greater diversity of land uses and the introduction of high-rise apartment style dwellings, with activated ground floor levels and a more engaging public domain.
- Green Edge Setbacks to be applied along Parramatta Road at its interface with commercial frontages, introducing a minimum 6m setback with associated widened footpaths and street planting.
- Commercial frontages to be maintained, or introduced where applicable along the entire Parramatta Road interface.

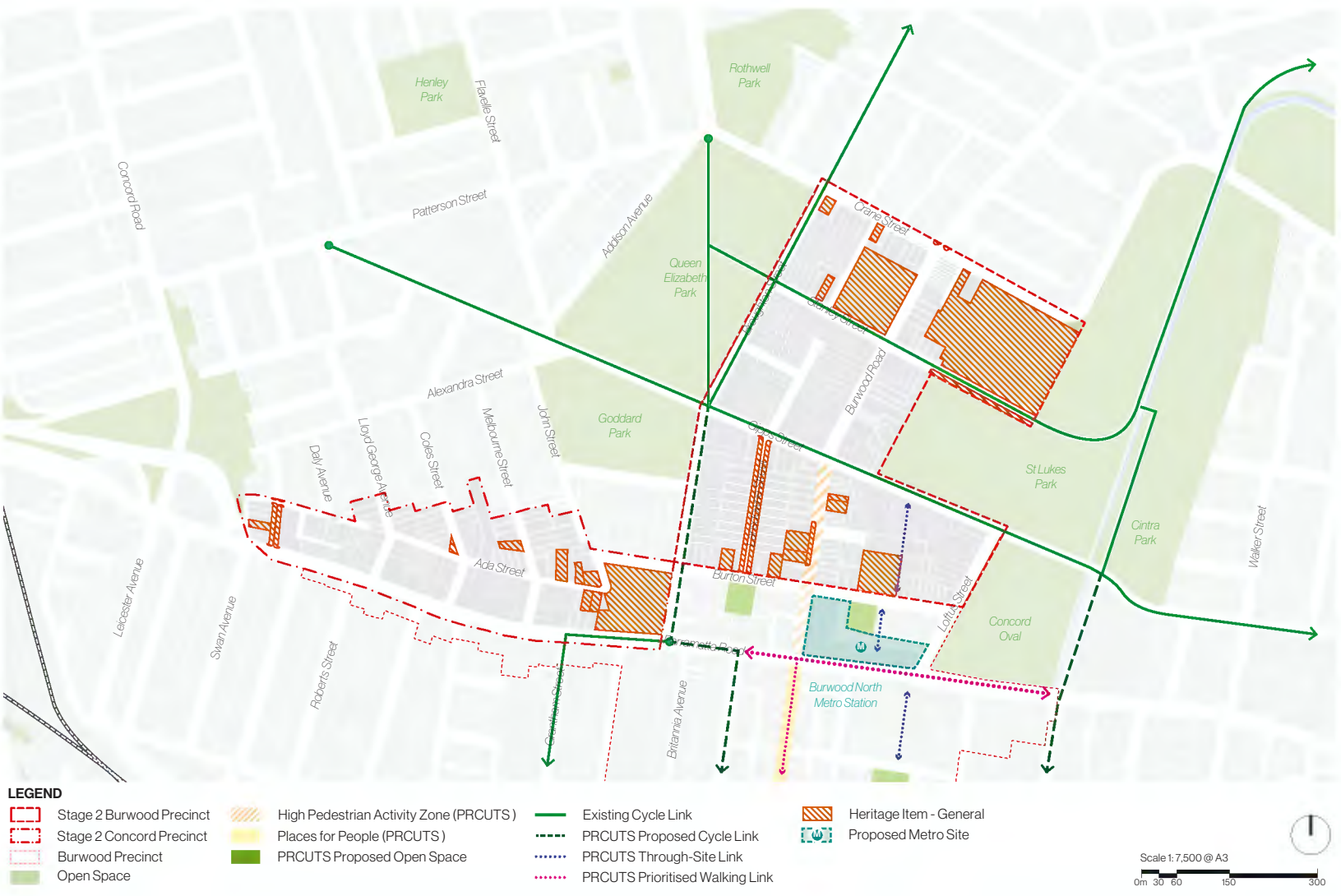
As of April 2023, Canada Bay has adopted amendments to SEPP (Land Use Zones) 2022, in which business and environmental zones have been re-organised. Mixed-use zones are now represented by the MU 1 Mixed-Use zone, and the B6 Enterprise Corridor zone is now represented by the E3 Productivity Support zone.

Item 9.2 - Attachment 3

Access and Connectivity

The proposed improvements to the precinct's public domain, potential linkages, and integration of high pedestrian activity zones as outlined in the *PRCUTS Planning and Design Guidelines 2016* has informed our understanding of the site and master plan approach:

- Burwood Road identified as a high pedestrian activity zone and thus will require some public domain upgrades to improve overall accessibility and linkage to the Places for People south of Parramatta Road.
- Extension of the existing cycle link along Broughton Street to its southerly culmination, connecting Burwood Park to Queen Elizabeth Park and to Burwood Town Centre.
- Introduce a through-site link from Gipps Street to Burton Street via St Lukes Anglican Church, breaking up total block size and improving overall accessibility, while providing a future link to the Burwood North Metro Station



Item 9.2 - Attachment 3

GROUPGSA

Building Heights

The proposed improvements to the precinct's future desired maximum building heights as outlined in the *PRCUTS Planning and Design Guidelines 2016* and the exhibited Stage One Burwood Precinct Master Plan has informed our understanding of the site and master plan approach:

- Height within the Stage One Burwood Precinct Master Plan study area vary from 78m to 40m in building height, providing a buffer from Parramatta Road to internal residential areas, and a precedent from which surrounding development is to transition down from.
- Development facing Concord Oval and St Lukes Park to be afforded additional maximum building height due to reduced impact of overshadowing.
- 8.5m height maintained throughout the precinct's far north, where developmental potential is minimal and residential character is to be retained.
- Parramatta Road interface height to increase from current 12m control to potential 24m height, providing a more rigorous buffer, allowing greater shop-top housing, and responding to increase heights within stage one study area and Strathfield Triangle.
- 21m maximum height recommended along Ada Street, though this may contribute to a significantly overshadowed public domain and lack of transition to surrounding low-scale residential.

Item 9.2 - Attachment 3

3.5 OPPORTUNITIES

In reference to existing PRCUTS strategies, contextual considerations, literature review, and integration with the Stage 1 master plan, a number of opportunities identified within the precinct include:

- Proposed non-residential uses on the ground floor facing Parramatta Road interface responds to built form uplift within the Stage 1 study area, and supports a greater diversity of land uses.
- Green Edge setback along Parramatta Road introduces a more amiable public domain which mediates between this mixed-use/residential community and passing traffic.
- Southern half of Burwood Road identified as a High Pedestrian Activity Zone, with pedestrian traffic incoming from the Metro Station and the Stage 1 study area.
- Potential to engage with heritage items throughout the precinct, most prominently including the two school buildings and the Catholic church site.
- Proposed cycle link to connect Broughton Street and Queen Elizabeth Park to Parramatta Road, ensuring a stronger link between the precinct's residential community and the southern mixed-use sites.
- Proposed through-site link to connect Burton Street to Gipps Street via the Anglican Church site, ensuring a more permeable suburb which links St Lukes Park and the community centre to the Metro Station.
- Lot A1 is zoned E1, though is recommended as E3 under the PRCUTS strategy. This is an opportunity for the site to more appropriately respond to its adjacent heritage context.

Item 9.2 - Attachment 3

3.6 CONSTRAINTS

Constraints

In reference to existing PRCUTS strategies, contextual considerations, literature review, and integration with the Stage 1 master plan, a number of constraints to development identified within the precinct include:

- Signalised intersections at meeting of precinct's main east-west and north-south roads slows vehicular traffic, causing congestion.
- Pedestrian through-site accessibility limited by signalised intersections which slow movement and introduce a less pedestrian friendly public domain.
- 6m setback along Parramatta Road interface limits potential development in-line with Stage 1 master plan.
- Burwood North Metro Station may introduce a greater amount of vehicular traffic to the precinct's southern interface with Stage 1 study area, particularly on Burton Street.
- Northern half of the precinct zoned almost entirely for residential development, limiting significant uplift to Parramatta Road interface.
- Western extent of the precinct experiences significant congestion at the intersection of Parramatta Road and the Western Motorway.
- Flooding from Exile Bay during a 1% AEP event is considerable throughout the precinct's west, potentially impacting public domain improvements.

Item 9.2 - Attachment 3

4.0 DESIGN PRINCIPLES

04

4.1 DESIGN PRINCIPLES

01/

Expand and Extend a Network of Open Spaces

Proposed public open space and landscaped boulevards will extend Burwood's existing open space network, and link through the precinct.

Additional open space has been provided within the precinct's west, providing additional amenity for residents. Similarly, strengthening east-west and north-south connections with tree-lined streets ensures a consistent ecological grid and amiable street-scape.

02/

Integrate Public and Active Transport Options

The Burwood North Metro Station alongside the master plan will connect the precinct to the wider transport network.

Density has be located within proximity of the future Metro station precinct, creating localised walkable neighbourhoods with high levels of amenity.

Active transport has been integrated into the master plan, linking to surrounding open space and local centres.

03/

Recognise, Celebrate, and Preserve Heritage

Concord's rich landscape of significant heritage items will continue to shape the suburb's future character.

Heritage items and conservation areas of local significance are numerous throughout the Burwood Precinct, concentrated along Burton Street and Crane Street.

Impact on existing heritage items is to be minimised by limiting the heights and visual dominance of adjacent development.

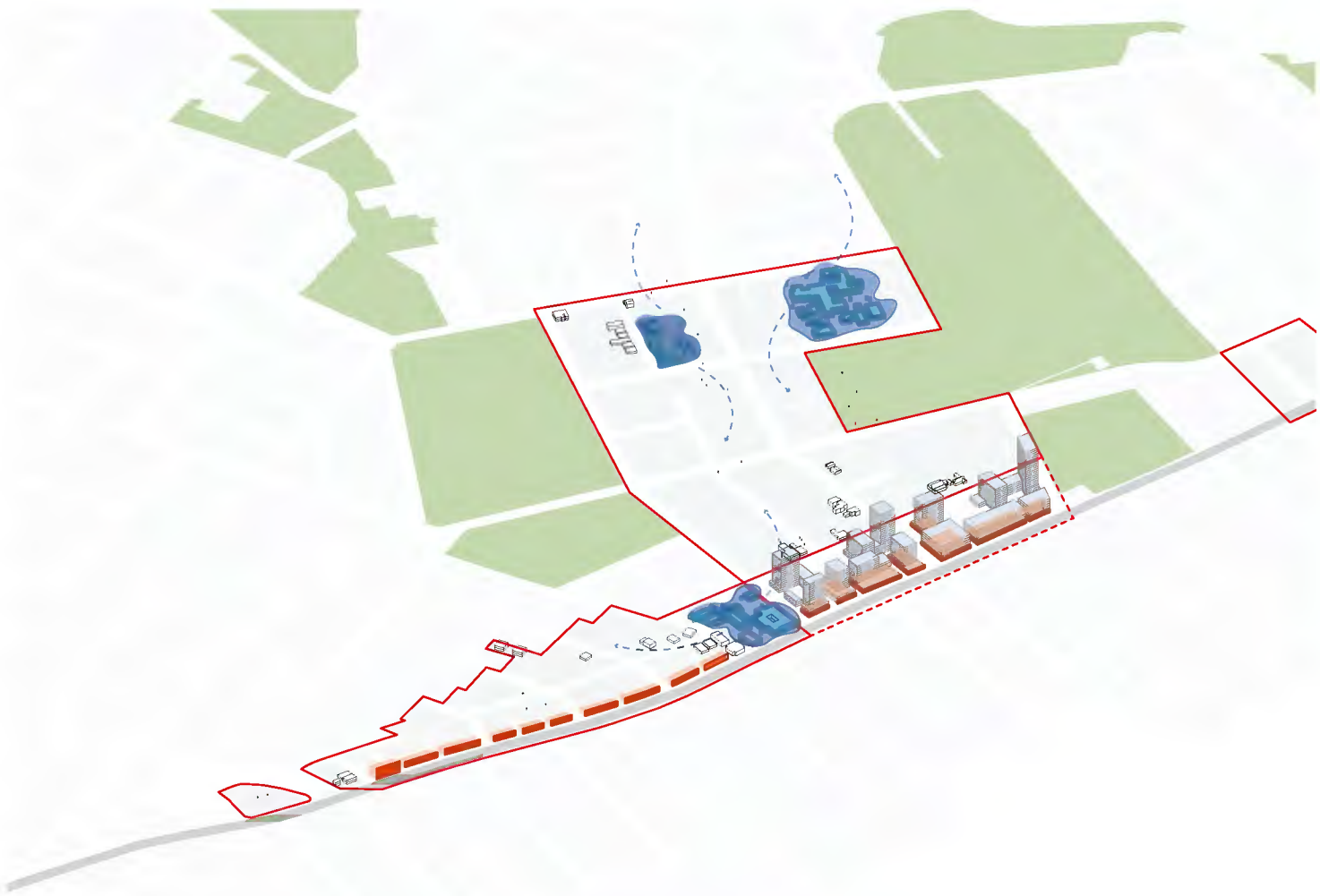
04/

Anchored by Schools and Amenity

Concord is serviced by a number of schools which define its two sub-precincts, and support its existing residential community.

Including both primary and high school, public and private, Burwood's three schools have the potential to support a diverse community of students and families.

Access to nearby schooling will define the typology and demand for residential housing within the Burwood Precinct.



05/

Develop a Height Strategy which Responds to Context

Building heights taper downwards towards adjacent low-rise residential dwellings, sensitive interfaces, and heritage buildings.

Height and density are concentrated within proximity of the future metro station, and along Parramatta Road, providing access to nearby amenity.

Individual building heights have been derived from built form testing, to minimise overshadowing, dominant views, and achieve desired densities.

06/

Improve Public Domain

The Burwood-Concord Precinct will serve as an inviting entry point to the Burwood Town Centre, revitalizing Burwood Road as its vibrant core and enhancing the existing amenities for future residents.

The introduction of new street typologies, aligns harmoniously with the envisioned architectural design outlined in the master plan, emphasising enhanced pedestrian connectivity and overall comfort.

The proposed through-site links connect existing open spaces throughout Burwood, Concord and further afield, ensuring a cohesive and unified public space throughout both stage 1 and stage 2 developments. Improved amenities, ample canopy cover, and aesthetically pleasing streetscapes in line with the new master plans.

Item 9.2 - Attachment 3

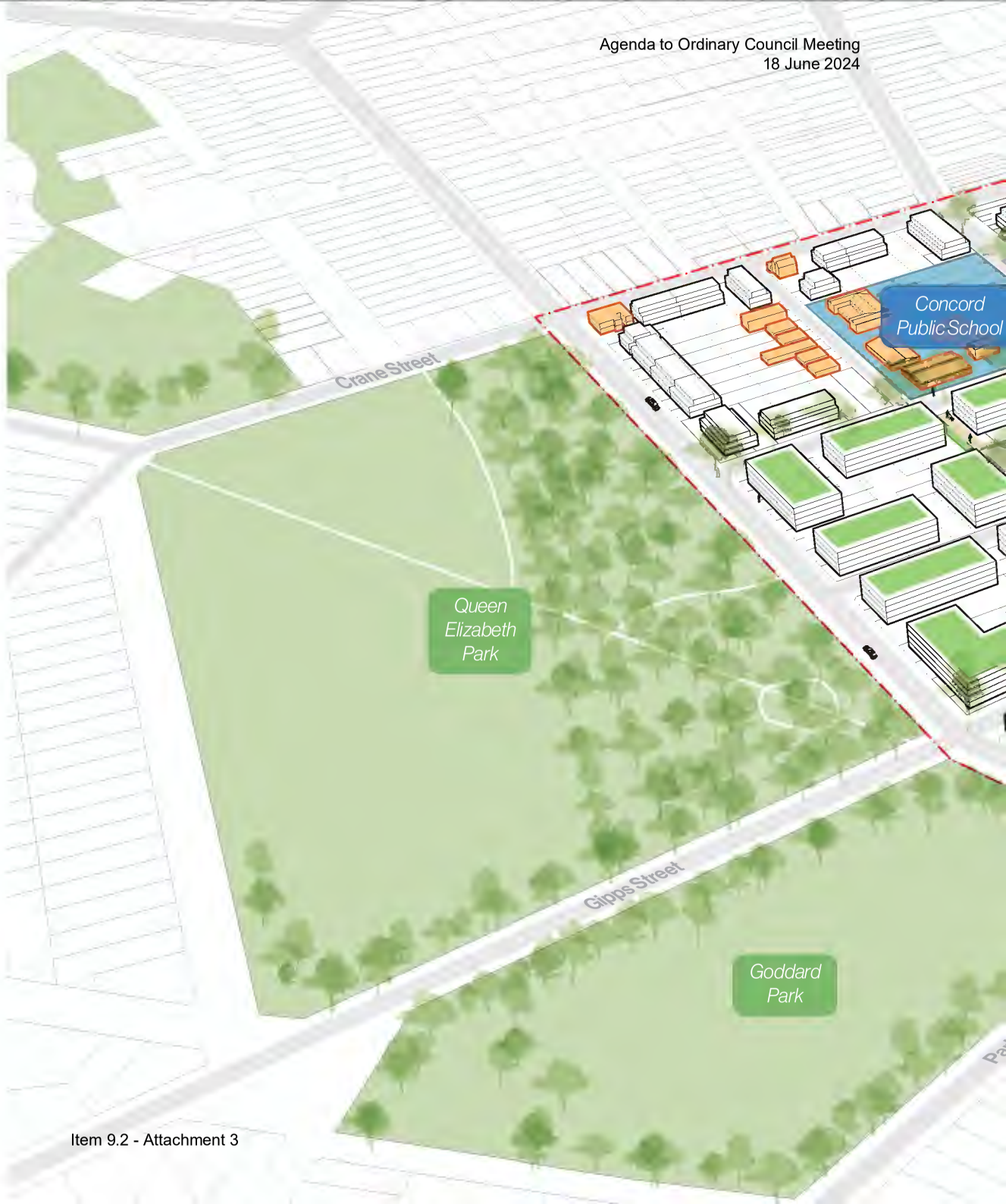
5.0 BURWOOD PRECINCT MASTER PLAN

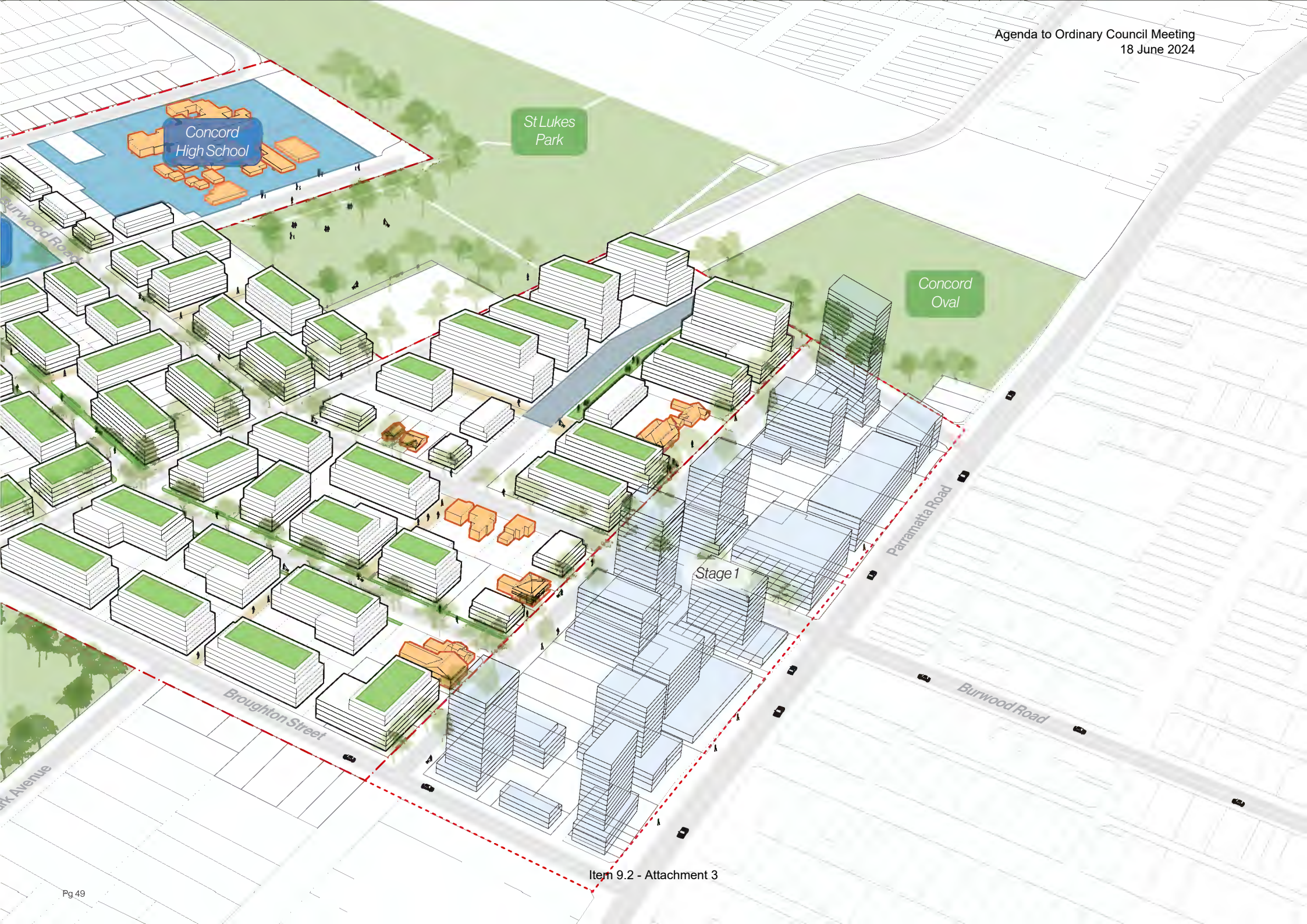
05

5.1 BURWOOD PRECINCT VISION

The Burwood-Concord Precinct will be a gateway to Burwood Town Centre based around the enlivened spine of Burwood Road strengthening existing amenity for new residents.

- Parramatta Road Corridor Urban Transformation Strategy, UrbanGrowth, 2016




Concord High School
St Lukes Park
Concord Oval
Stage 1
Burwood Road
Broughton Street
Parramatta Road
Burwood Road

5.2 LOT AMALGAMATION

Lot amalgamation considers existing conditions to achieve desired public domain and urban design outcomes.

Lot No.	PRCUTS FSR (n:1)	FSR (n:1)
Lot A		
A2 - A10	0.5	0.7
Lot B		
B1 - B3	0.5	0.7
Lot C		
C1	1.5	1.0
C2 - C6	0.5	0.7
Lot D		
D1	0.5	1.5
D2	0.5	1.1
D3	0.5	1.5
D4	0.5	1.4
D5	0.5	1.7
D6	0.5	1.3
D7	0.5	1.4
D8	0.5	1.4
D9	0.5	1.3
D10	0.5	2.2
D11	0.5	1.9
Lot E		
E1	1.4	1.4
E2	1.4	1.4
E3	1.4	2.0
Lot F		
F1	0.5	1.4
F2	0.5	1.5
F3	0.5	1.8
F4	0.5	1.7
Lot G		
G1	1.4	2.0
G2	1.4	2.1
G3	1.4	1.7
G4	1.4	1.9
G5	1.4	1.9
G6	1.4	2.0
G7	1.4	2.1
Lot H		
H1	1.4	1.9
H2	1.4	1.8
H3	1.4	2.5
H4	1.4	1.9
H5	1.4	1.6
H6	1.4	2.0
H7	1.4	0.7
H8	1.4	0.7
Lot I		
I1	1.4	0.7
I2	1.4	1.7
I3	2.1	2.3
I4	2.4	2.4
I5	1.4	0.7
I6	1.4	0.7
Lot J		
J1	1.4	2.0
J2	1.4	2.1
J3	1.4	2.2
J-H1	0.5	0.5

*Heritage lots are not listed in the table as they are not proposed for increased density

*J-H1 is the only heritage lot included as it has a development component

Item 9.2 - Attachment 3

5.3 MASTER PLAN

The vibrant residential neighborhood is nestled between two parks, St Lukes and Queen Elizabeth Park, and offers easy access to the amenities of the PRCUTS Stage 1 precinct to the south.

1. New through-site links will connect Queen Elizabeth Park with St. Luke's Park and along David Street through to Concord Oval, providing better connectivity between these areas.
2. The precinct's density will increase gradually from higher density in the south up to townhouses adjacent to the single-storey dwelling context in the north. This will create a more seamless integration between the new neighborhood and the existing residential area.
3. Townhouses in the north will respect the heritage and local character of the area, while also providing a diverse range of housing options.*
4. The building blocks and street edges have been carefully designed to respond to the context of the surrounding area. This will create a sense of continuity and integration with the existing urban fabric.
5. A dynamic skyline of 4-6 storey residential buildings is proposed north of Gipps Street, which will add visual interest and create a sense of place.
6. North of Stanley Street surrounding Concord Public School and Concord High School built form consists of townhouses that sensitively interface with heritage items.
7. Larger landmark buildings including two 10 storey and two 12 storey towers serving as a visual focal point and adding to the character of the neighborhood.
8. Green setbacks across the site will provide much-needed green spaces for residents to enjoy. This will enhance the quality of life for those who live in the area and provide a place for people to connect with nature.
9. Building heights reflect housing reforms to the Housing SEPP for precincts contained within the 400m buffer and 800m buffer of Metro Stations.

* Terraces shown as 3-storeys are indicative only. A third storey is only permissible where it is within the roof space.

5.4 LAND DEDICATIONS

Publicly accessible laneways and a road reserve will contribute to an enhanced public domain and improve local access to amenity.

Land dedications include through-site links, landscaped setbacks, road reserves, and additional open space which are to improve interconnectivity and amenity within the Kings Bay Precinct.

Public domain infrastructure that is required to be delivered will remain in private ownership, unless otherwise denoted. The PRCUTS Stage 2 Infrastructure Strategy will describe the infrastructure that is required to be delivered and dedicated to Council, and the infrastructure that is required to be delivered but remain in private ownership.

- Extend the 19.3m wide Moreton Street road reserve eastwards linking through to Loftus Street.
- Locate additional open space along southern edge of Moreton Street Road Reserve.
- A 6m through-site linking Burton Street to Gipps Street, north-south through the newly extended Moreton Street creates a complete connection with the north-south stage one laneway as proposed under PRCUTS.
- Two 6m through-site links extend westwards from Burwood Road to Broughton Street via Lansdowne Street, improving local permeability. 3m landscape buffers flank either side of the laneway.
- A 6m through-site linking David Street to Stanley Street completing the continuity of David Street as a pedestrian thoroughfare. 3m landscape buffers flank either side of the laneway.
- A 6m through-site link with 3m landscape setbacks connect St Lukes Park to Burwood Road between proposed residential amalgamations.

*Refer to 6.10 Open Space and Links.

Item 9.2 - Attachment 3

5.5 GROUND LEVEL SETBACK

Ground level setbacks are informed by *PRCUTS Planning and Design Guidelines*, and an individual response to context.

Ground setbacks are generally limited to 3-6m throughout the precinct facing local roads.

Setbacks do not apply to existing heritage items or buildings, to which proposed built form should align where appropriate to ensure a consistent street-scape.

- Setbacks are measured from the Lot Boundary, not the kerb.
- For residential buildings, a 3m ground level setback has been applied to internal streets.
- For townhouses in Lots A, B and C, a 4.5m ground level setback has been applied, allowing space for a planted frontages, access paths, or driveways.
- For townhouses in other Lots, a 3m ground level setback aligns with adjacent residential buildings.
- A 6m ground level setback along the western edge of Lansdowne Street allows for a genourous planted verge. This sits inline with existing built form setbacks along this street, retaining consistency.
- A 4.5m setback along David Street reinforces the heritage tree canopy along the adjacent Lansdowne Street.
- 4.5m and 6m ground level setback on the southern side of Moreton Street in Lot I4 and J3 minimises overshadowing from residential buildings to the north
- Setbacks are measured from the new road for Lots I3, I4, J-H1, and J3.

Item 9.2 - Attachment 3

5.6 BUILDING HEIGHT STRATEGY

Building heights are informed by *PRCUTS Planning and Design Guidelines*, contextual response, solar access, and overshadowing.

Recommended maximum building heights are outlined in PRCUTS Planning and Design Guidelines, which suggests desired maximum heights to be implemented into the Canada Bay LEP 2013.

Recommended maximum building heights are heights recommended within PRCUTS. The Burwood Precinct Stage 2 study area recommended heights are 8.5m, 17m, 24m, and 40m, which is approximately equal to two storeys, five storeys, eight storeys, and thirteen storeys respectively.

The Heights shown in the following diagrams are recommended by the Master Plan. Proposed building heights reflect housing reforms to the Housing SEPP for precincts contained within the 400m buffer and 800m buffer of Metro Stations.

- If a multi dwelling (terrace) development is proposed the maximum height for that development will be 8.5m. However, if the development complies with the following requirements then it may have a maximum height of 9.0m if:
  a. The development follows a 45 degree height plane, measured at the front and rear building line, springing from 7m above the natural ground level, and
  b. Only bedrooms and non-habitable spaces are located in the third storey
- Residential buildings are generally 6 storeys of total 21.5m height within the 400m buffer, or 15.5m in height at 4 storeys within the 800m buffer.
- Height is concentrated along Loftus Street and Moreton Street up to twelve storeys in height adjacent to Concord Oval stadium where overshadowing impact is minimal.

Floor-to-floor standard metrics

Ground floor retail:	4.4	metres
Ground floor commercial:	4.4	metres
Ground floor and upper floor residential:	3.1	metres
Rooftop Plant:	1.8/2.5	metres

Item 9.2 - Attachment 3

5.7 UPPER LEVEL SETBACKS

Upper level setbacks are informed by the *PRCUTS Planning and Design Guidelines*, additional setbacks allowing for ample building separation to minimise overshadowing and visual impact.

Upper level setbacks are typically 0m, 3m and 6m from the podium edge. A 3m upper level setback is appropriate to ensure visual clarity from ground level, creating a consistent four-storey street-wall across the precinct.

Deeper upper level setbacks are required on longer buildings to ensure building separation in alignment with the *Apartment Design Guide* for residential apartment buildings and to prevent long, monotonous built form.

- 3m setback from podium towards internal local roads.
- 9-12m setback to Moreton Street in Lot I3 to minimise olong monotnous built form and limit overshadowing to the adjacent herirage building on Lot J-H1.
- 0 m upper level setbacks on 4 storey buildings

Item 9.2 - Attachment 3

5.8 STREET WALL

A street wall height of two to six storeys has been applied throughout the Burwood Precinct, informed by intended street character, building typology, and response to context.

A consistent street wall height of four metres in the majority of the precinct ensures a street-scape and public domain which responds to the pedestrian scale and is legible from ground level. Proposed built form above four storeys occurs to the south east of the precinct.

North of Stanley Street is low-rise residential in character, requiring a two storey frontate impletmenting a street-scape which reflects its low-rise residential context and existing character.

- Four storey street wall along internal local roads, between Broughton Street, Burwood Road, Gipps Street, and Crane Street.
- Loftus Street comprises the tallest street walls with six storey frontage to Loftus Street, Moreton Street and Gipps Street.

Item 9.2 - Attachment 3

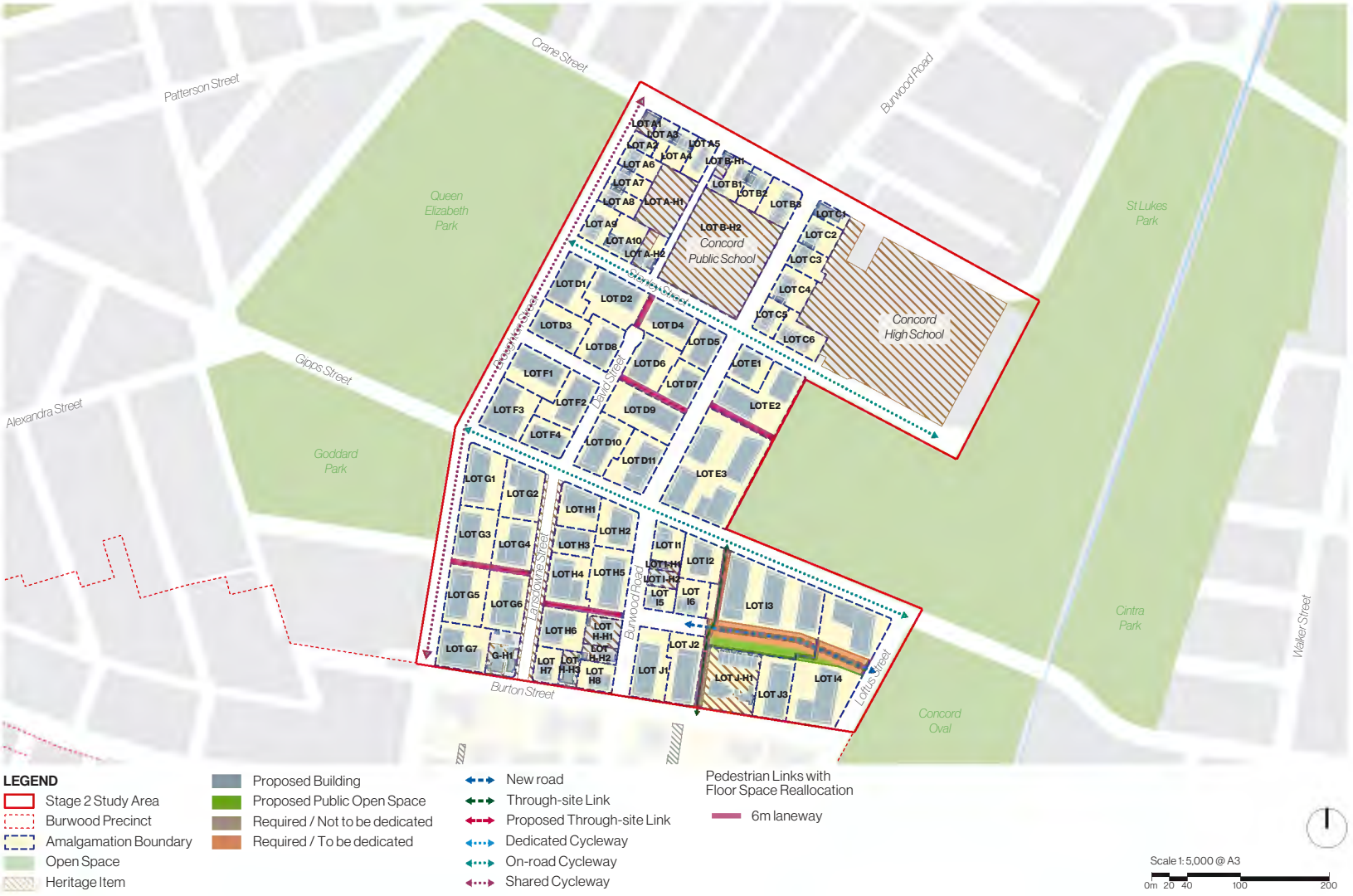
5.9 OPEN SPACE AND LINKS

Additional pedestrian through-links, cycle paths, and public open space will contribute to the public domain character and amenity of the Burwood Precinct.

Proposed through-site links are outlined in *PRCUTS Planning and Design Guidelines* in addition to desired through-site links which have been integrated into the Stage 2 proposal, to ensure a permeable and pedestrian-oriented public domain.

Cycle paths as proposed in *Parramatta Road Public Domain Plan Stage 2* and Canada Bay Council's *Draft Bike Plan* have been integrated into the stage two proposal.

- Existing shared cycleway along length of Broughton Street to be retained and extended along Goddard Park.
- On-road cycleway along Gipps Street to link to Queen Street dedicated cycleway.
- On-road cycleway along Stanley Street extending St Lukes Park shared path.
- Through-site link Broughton Street to St Lukes Park via Burwood Road.
- Through site link Burwood Road to Broughton Street following the Moreton Street alignment.



Item 9.2 - Attachment 3

GROUPGSA

5.10 PROPOSED REZONING

Amendments to PRCUTS recommended land zoning are proposed to accommodate strategic uses and encourage the intended land use pattern.

As of April 2023 amendments to the SEPP (Land Use Zones) 2023 land zoning within Canada Bay Council has been consolidated, converting the B2 Local Centre zone into the E1 Local Centre zone.

Within the Burwood Precinct amalgamated lots are proposed for rezoning to R3 Medium Density Residential and E1 Local Centre.

- Proposed E1 lots on Crane Street preserving existing commercial frontages.
- Proposed R3 Medium Density Residential along local roads, accommodating a variety of housing typologies.

Item 9.2 - Attachment 3

5.11 SOLAR ANALYSIS

Façades North-East

The master plan contains several lots that are subject to compliance with the Apartment Design Guide (ADG).

Per objective 4A-1, the proposal seeks to optimise the number of apartments receiving sunlight to habitable rooms, primary windows and private open space, that can be assessed using the following design criteria;

1. Living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 2 hours direct sunlight between 9 am and 3 pm at mid winter in the Sydney Metropolitan Area and in the Newcastle and Wollongong local government areas
2. In all other areas, living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 3 hours direct sunlight between 9 am and 3 pm at mid winter
3. A maximum of 15% of apartments in a building receive no direct sunlight between 9 am and 3 pm at mid winter

Our high level analysis resulted in the following percentage of apartments receive the minimum required two hours of sunlight between 9am -3pm on 21st June:

Lot D	76.5%
Lot E	76.8%
Lot F	74.0%
Lot G	79.2%
Lot H	73.0%
Lot I	80.9%
Lot J	83.6%

Whole of Precinct Apartments: 78.12%

We recognise that this a high level assessment, based on building envelopes only and that with further detailed design and planning, compliance is likely to be achieved.

Façades North-West

Item 9.2 - Attachment 3

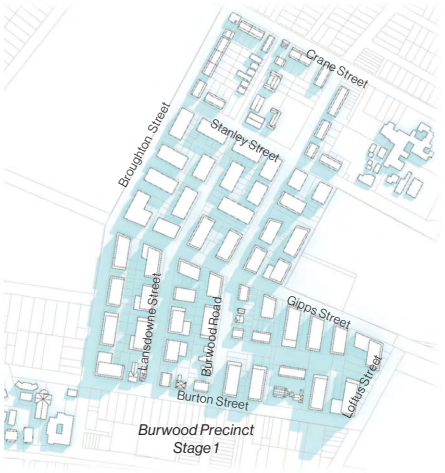
5.12 OVERSHADOWING

The proposed built form has been developed to minimise solar impact on its immediate context and to neighbouring dwellings.

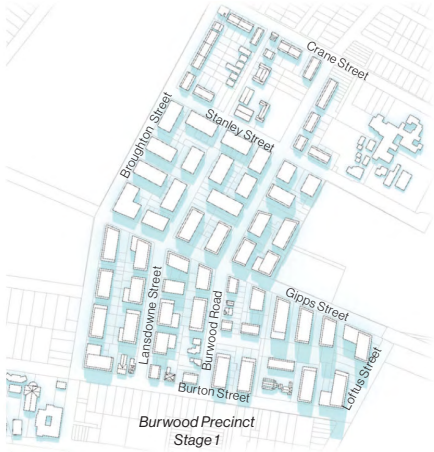
Diagrams illustrate the maximum potential overshadowing of proposed built form taken on June 21st winter solstice at 9am, 12pm, and 3pm.

Proposed built form within the Burwood Precinct has a minimal impact on its immediate context, with overshadowing occurring primarily towards surrounding open space.

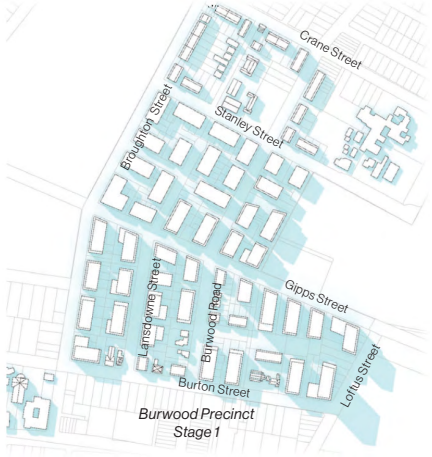
Internal overshadowing is most prominent along the Moreton Street road reserve and along Lansdowne Street during morning and afternoon hours.



21 June - 9am



21 June - 12pm



21 June - 3pm

Heritage

The following diagram demonstrates the extent of shadow cast on the heritage items at 9am, 12pm, and 3pm.

St Luke's Anglican Church

19 Burton Street, Concord

Based on our analysis, we can confirm that the heritage building on the site is not affected by overshadowing from adjacent lots J1 or J2.

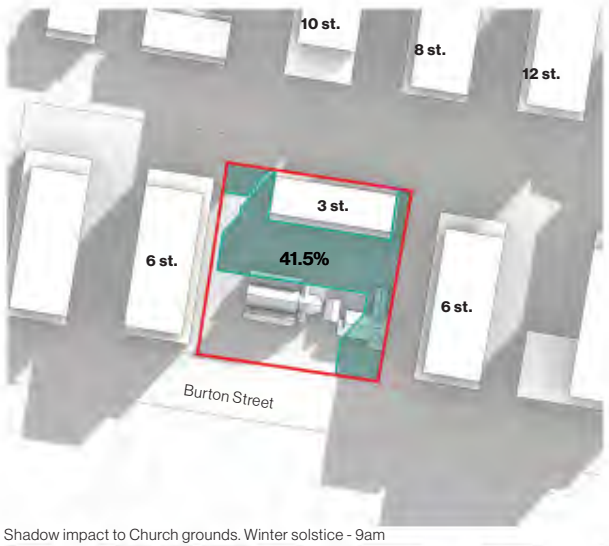
Overshadowing impacts from the adjacent townhouses within Lot J-H1 to the north of the heritage building have a minor impact on the church's northern facade, but will not be visible from Burton Street.

The shadow impact identifies that the church grounds are affected by overshadowing, for a period of time between equating to 41.5% of the site at 9am and 50.1% at 3pm on the winter equinox.

Overall, we believe that the heritage building and the church grounds are important elements of the site, and the proposed built form ensures that they are respected and preserved as part of the development.

Visual impact of proposed built form to north of St Luke's Anglican Church

St Luke's Anglican Church from Burton Street



Shadow impact to Church grounds. Winter solstice - 9am

Shadow impact to Church grounds. Winter solstice - 3pm

Item 9.2 - Attachment 3

6.0 CONCORD PRECINCT MASTER PLAN

06

6.1 CONCORD PRECINCT VISION

The Burwood-Concord Precinct will be a gateway to Burwood Town Centre based around the enlivened spine of Burwood Road strengthening existing amenity for new residents.

- Parramatta Road Corridor Urban Transformation Strategy, UrbanGrowth, 2016

The Precinct will connect to existing open space including Burwood Park to the south, and Goddard Park, Queen Elizabeth Park and St Luke's Park to the north. The northern parks are part of the open-space network that leads to the Parramatta River.

Extending north from Burwood Station, the renewed streetscape will likely continue to Parramatta Road and form part of the regeneration of the Parramatta Road area.

Streets within the Precinct will include tall and medium-density residential buildings, and mixed use buildings. Residential development will occur in adjacent streets. This development will be designed to sensitively respond to the character of existing heritage, open space, educational facilities and surrounding residential neighbourhoods.

Built form will generally taper down towards the north, transitioning to the adjoining lower-scale residential areas. The area north of the Stage 2 Precinct is characterised by lower-scale development that will provide additional definition to street edges and open space.

The Precinct's new open spaces and road connections will provide a denser network of walkable paths and will reinforce links to surrounding open space. New streets are planned north of Parramatta Road, while new open space is included in the area south of Parramatta Road. These changes will increase connectivity and encourage pedestrian traffic.

- Parramatta Road Corridor Urban Transformation Strategy, UrbanGrowth, 2016


Gipps Street
Goddard Park
John Street
Coles Street
Broughton Street
St Lukes Catholic Primary School
Stage 1
Wentworth Road

6.2 LOT AMALGAMATION

Lot No.	PRCUTS FSR (n:1)	FSR (n:1)
Lot A		
A1	2.3	0.7
A2	1.5	0.4
A3	2.3	2.3
A4	2.3	2.1
A5	2.3	0.9
A6	2.3	2.4
A7	2.3	1.9
A8	2.3	3.2
Lot B		
B1	2.3	0.9
B2	2.3	1.9
Lot C		
C1	2.3	2.0
C2	2.3	2.0
Lot D		
D1	2.4	1.8
D2	2.4	1.1
Lot E		
E1	1.4	0.7
Lot F		
F1	1.4	0.7
F2	1.4	1.2
Lot G		
G1	1.4	1.3
G2	1.4	0.4
G3	1.4	0.7
G4	1.4	0.7
Lot H		
H1	1.0	0.7
H2	1.0	0.7
H3	1.0	0.7
H4	1.0	0.7

* Heritage lots are not listed in the table as they are not proposed for increased density.

LEGEND

- Stage 2 Study Area
- Burwood Precinct
- Amalgamation Boundary
- Open Space
- Heritage Item
- Existing Building
- Proposed Building
- Existing Through-Site Link
- Required / To be dedicated
- Required / Not to be dedicated
- TfNSW Road Widening + 6m Public Domain to be dedicated to Council

Scale 1:5,000 @ A3

0m 20 40 100 200

Item 9.2 - Attachment 3

6.3 MASTER PLAN

The Master Plan has been developed to create a diverse, and accessible new neighborhood along Parramatta Road. Here are some key features of the plan.

1. The precinct's density will increase from medium density along Parramatta Road up towards townhouses interfacing the single-storey dwelling context in the north. This will create a seamless integration between the new neighborhood and the existing residential area.
2. Townhouses in the north will respect the heritage and local character of the area, while also providing a diverse range of housing options.*
3. Consideration has been given to the setbacks and building heights of heritage lots, which has resulted in a limit of four-storey interfaces for these properties.
4. The building blocks and street edges have been carefully designed to respond to the context of the surrounding area. This will create a sense of continuity and integration with the existing urban fabric.
5. A dynamic skyline of 4-6 storey street walls residential buildings is proposed along Parramatta Road, with a 4-5 storey street wall to add visual interest, human scale and create a sense of place.

* Terraces shown as 3-storeys are indicative only. A third storey is only permissible where it is within the roof space.

Item 9.2 - Attachment 3

GROUPGSA

6.4 TRANSPORT FOR NSW ROAD WIDENING

TfNSW requires a modified road reserve to accommodate potential future road widening and public domain enhancement.

Indicative road widenings proposed by TfNSW will be prioritised for public and active transport use, utilised as bus lanes and/or cycle lanes for rapid and suburban routes along Parramatta Road.

A 6m green-edge setback applies along the length of the proposed variable TfNSW road widening, which may extent as far as 8m setback from existing property boundaries along Parramatta Road.

Sections of this 6m green-edge setback may be utilised further public and active transport road widening, minimising potential impact on private property in future.

Item 9.2 - Attachment 3

6.5 LAND DEDICATIONS

Proposed land dedications to Canada Bay Council will contribute to an enhanced public domain and local access to amenity.

Land dedications include through-site links, landscaped setbacks, road reserves, and additional open space, which are to improve interconnectivity and amenity within the Burwood Precinct

Public domain infrastructure that is required to be delivered will remain in private ownership, unless otherwise denoted. The PRCUTS Stage 2 Infrastructure Strategy will describe the infrastructure that is required to be delivered and dedicated to Council, and the infrastructure that is required to be delivered but remain in private ownership.

- An extending link to complete the network of 9m laneways links Ada lane to Ada Street with turning circles to accomodate wider vehicles.
- A 12m link extending John Street to Burton Street, as a through-site pedestrian link simplifying local connectivity. Road reserve to be dedicated to Council.

*Note: Refer to page 72 for Open Space and Links

Item 9.2 - Attachment 3

GROUPGSA

6.6 GROUND LEVEL SETBACK

Ground level setbacks are informed by *PRCUTS Planning and Design Guidelines*, and an individual response to context.

Ground setbacks are generally limited to 3-6m throughout the precinct, with the exception of Parramatta Road which requires a green setback of 6m to allow for public domain improvements from the proposed TfNSW road widening.

Setbacks do not apply to existing heritage items or buildings, to which proposed built form should align where appropriate to ensure a consistent street-scape.

- For residential buildings, a 3m ground level setback has been applied to local streets.
- Increased setbacks have been applied where necessary for ample separation in alignment with NSW Dept. of Planning *Apartment Design Guide*.
- For townhouses in Lots A, E, F, G, and H allow for a 3m ground level setback, enabling space for a planted frontage and large back gardens.
- A 4.5m setback has been applied to most residential buildings on the southern side of Ada Street to ensure a substantial landscape area can occur across the extent of the street.

Item 9.2 - Attachment 3

6.7 BUILDING HEIGHT STRATEGY

Building heights are informed by *PRCUTS Planning and Design Guidelines*, contextual response, solar access, and overshadowing.

Recommended maximum building heights are outlined in PRCUTS Planning and Design Guidelines, which suggests desired maximum heights to be implemented into the Canada Bay LEP 2013.

Recommended maximum building heights within the Burwood stage two study area are 12m, 21m, and 24m, which is approximately equal to five storeys, seven storeys, and eight storeys respectively.

The Heights shown in the following diagrams are recommended by the Master Plan.

Building heights reflect housing reforms to the Housing SEPP for precincts contained within the 400m buffer and 800m buffer of Metro Stations.

- Proposed buildings along Parramatta Road feature ground floor retail with a floor-to-floor height of 4.4m, contributing to slightly greater height along the precinct's south.
- If a multi dwelling (terrace) development is proposed the maximum height for that development will be 8.5m. However, if the development complies with the following requirements then it may have a maximum height of 9.0m if:
  a. The development follows a 45 degree height plane, measured at the front and rear building line, springing from 7m above the natural ground level, and
  b. Only bedrooms and non-habitable spaces are located in the third storey
- Where built form is adjacent to low-rise one to two storey residential dwellings, townhouses of up to three storeys in height transition away from taller residential buildings. Any residential flat buildings adjacent to single storey context transitions from four storeys to two storeys.

Floor-to-floor standard metrics

Ground floor retail:	4.4	metres
Ground floor commercial:	4.4	metres
Upper floor commercial:	3.7	metres
Ground and Upper Floor Residential:	3.1	metres
Rooftop Plant:	1.8/2.5	metres

Item 9.2 - Attachment 3

GROUPGSA

6.8 UPPER LEVEL SETBACKS

Upper level setbacks are informed by the *PRCUTS Planning and Design Guidelines*, additional setbacks allowing for ample building separation to minimise overshadowing and visual impact.

Upper level setbacks are typically 2-6m from the podium edge, with a 3m setback along Parramatta Road and internal local roads. A 3m upper level setback is appropriate to ensure visual clarity from ground level, creating a consistent two-storey street-wall.

Wider upper level setbacks are required to ensure building separation in alignment with the *Apartment Design Guide* for residential apartment buildings.

- 3 m from podium toward internal local roads.
- 6 m setbacks from podium along Parramatta Road.
- 0m setback to through-site links unless required to ensure ample building separation.

Item 9.2 - Attachment 3

6.9 STREET WALL

A street wall height of two meters has been applied throughout the Kings Bay Precinct, informed by intended street character, building typology, and response to context.

A consistent street wall height of two metres ensures a street-scape and public domain which responds to the pedestrian scale and is legible from ground level. Proposed built form above two storeys is setback further from the street.

The Burwood Precinct Stage 2 is largely residential in character along local roads, requiring a street-scape which reflects its low-rise residential context.

- Two storey street wall along internal local roads and Ada Street.
- 5 Storey street wall along Parramatta Road transitioning down to a 4 storey street wall adjacent to heritage items including St Mary's Catholic Church.

Item 9.2 - Attachment 3

GROUPGSA

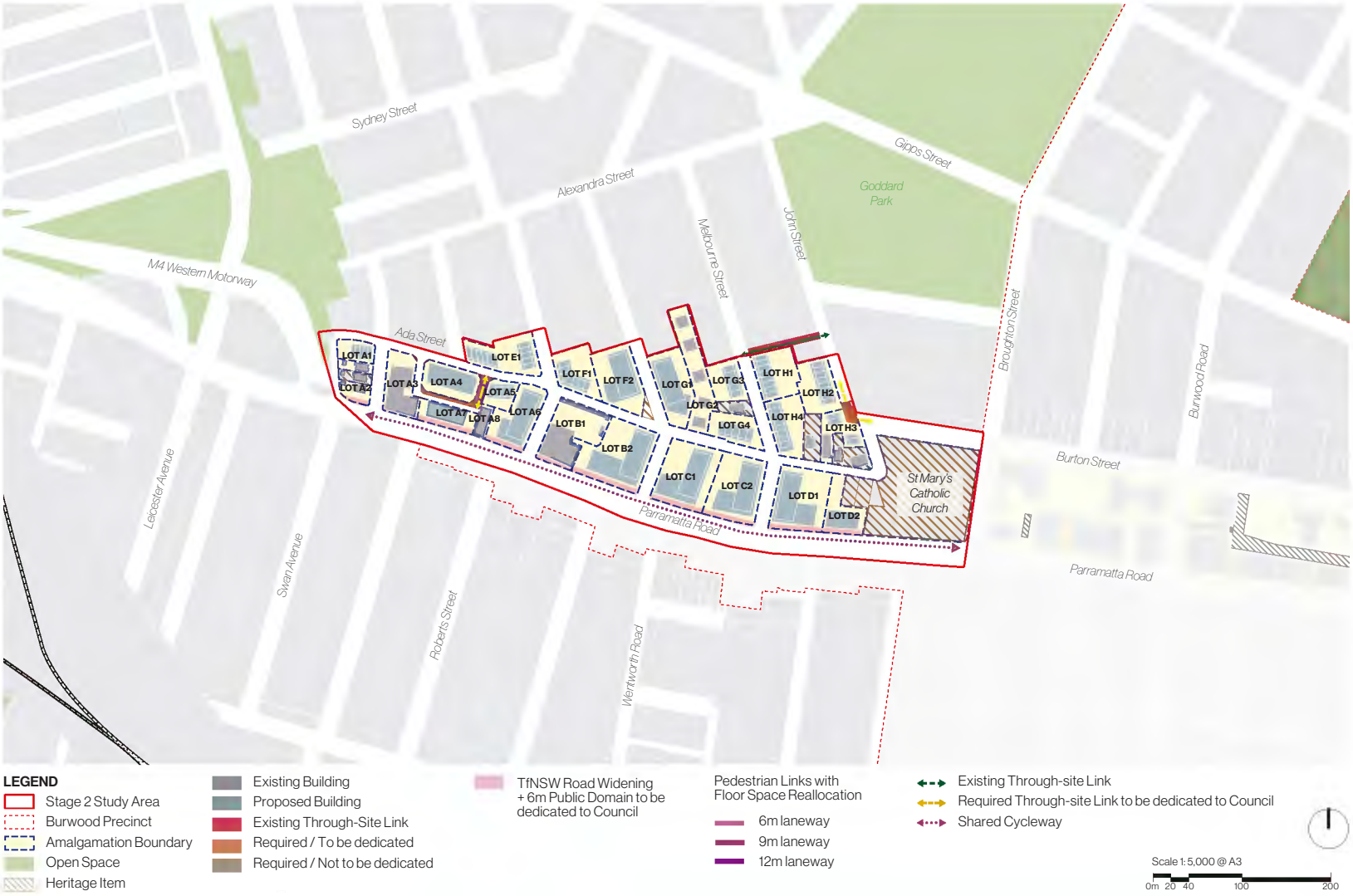
6.10 OPEN SPACE AND LINKS

Additional pedestrian through-links, cycle paths, and laneways will contribute to the public domain character and amenity of the Burwood Precinct.

Proposed through-site links are outlined in *PRCUTS Planning and Design Guidelines* in addition to desired through-site links which have been integrated into the Stage 2 proposal will ensure a permeable and pedestrian-oriented public domain.

Cycle paths as proposed in *Parramatta Road Public Domain Plan Stage 2* and Canada Bay Council's *Draft Bike Plan* have been integrated into the stage two proposal.

- Shared cycleway along length of Parramatta Road extending stage one proposed cycleway.
- Road reserve extending John Street south to Burton Street. Road reserve to be dedicated to Council.
- Existing through-site link connecting Melbourne Street to John Street to be retained.
- Ada Lane extended towards Ada Street.



Item 9.2 - Attachment 3

6.11 ACTIVE FRONTAGES

The location and typology of active frontages are informed by their intended local character and proximity to pedestrian amenity.

Frontage typologies have been adapted from Jan Gehl's *Cities for People* to respond to the conditions of the Parramatta Road corridor.

More vibrant façades are appropriate for areas of high pedestrian activity and long dwelling times.

Vibrant Facades

- Narrow units with a minimum of 15 frontages per 100m facade length.
- Cater for wide variety of retail, commercial, and community uses.
- High degree of visual variety, detailed facade expression, and clarity with permeable frontages.
- Vehicular access and servicing zones not permitted.

Friendly Facades

- Relatively narrow units with a minimum of 10 frontages per 100m facade length.
- Cater for variety of retail, commercial, community, and residential uses.
- Moderate degree of visual variety and facade expression.
- Vehicular access and servicing zones permitted where required.

Mixed Facades

- Minimum of 6 frontages per 100m facade length.
- Cater for primarily commercial and residential use.
- Blank facades of over 10% of facade of 10m² require facade expression or treatment.
- Vehicular access and servicing zones permitted, other than along Parramatta Road where underground parking will be located on side streets.

*Note: The PRCUTS commercial frontage doesn't extend through lot A3. This will be further investigated for continuation to Franklyn St as per PRCUTS.

Item 9.2 - Attachment 3

GROUPGSA

6.12 PROPOSED REZONING

Amendments to PRCUTS recommended land zoning are proposed to accommodate strategic uses and encourage the intended land use pattern.

As of April 2023 amendments to the SEPP (Land Use Zones) 2023 land zoning within Canada Bay Council has been consolidated, converting the B4 Mixed Use zone into the MU1 Mixed Use zone.

Within the Burwood amalgamated lots are proposed for rezoning to R3 Medium Density Residential

- Proposed R3 Medium Density Residential along Parramatta Road with additional permitted uses fronting Parramatta Road to allow for ground level commercial uses.
- Proposed R3 Medium Density Residential along internal local roads.

The zoning proposed by the masterplan is not consistent with PRCUTS. However, the level of commercial uses envisaged in PRCUTS was significant. Given the proximity of this precinct to the Burwood Town Centre, it was deemed appropriate to limit the quantum of non-residential uses required in this location. The proposed Active Frontages to Parramatta Road and the new open space is consistent with the intent of PRCUTS.

Item 9.2 - Attachment 3

6.13 SOLAR ANALYSIS

Façades North-East

The master plan contains several lots that are subject to compliance with the Apartment Design Guide (ADG).

Per objective 4A-1, the proposal seeks to optimise the number of apartments receiving sunlight to habitable rooms, primary windows and private open space, that can be assessed using the following design criteria;

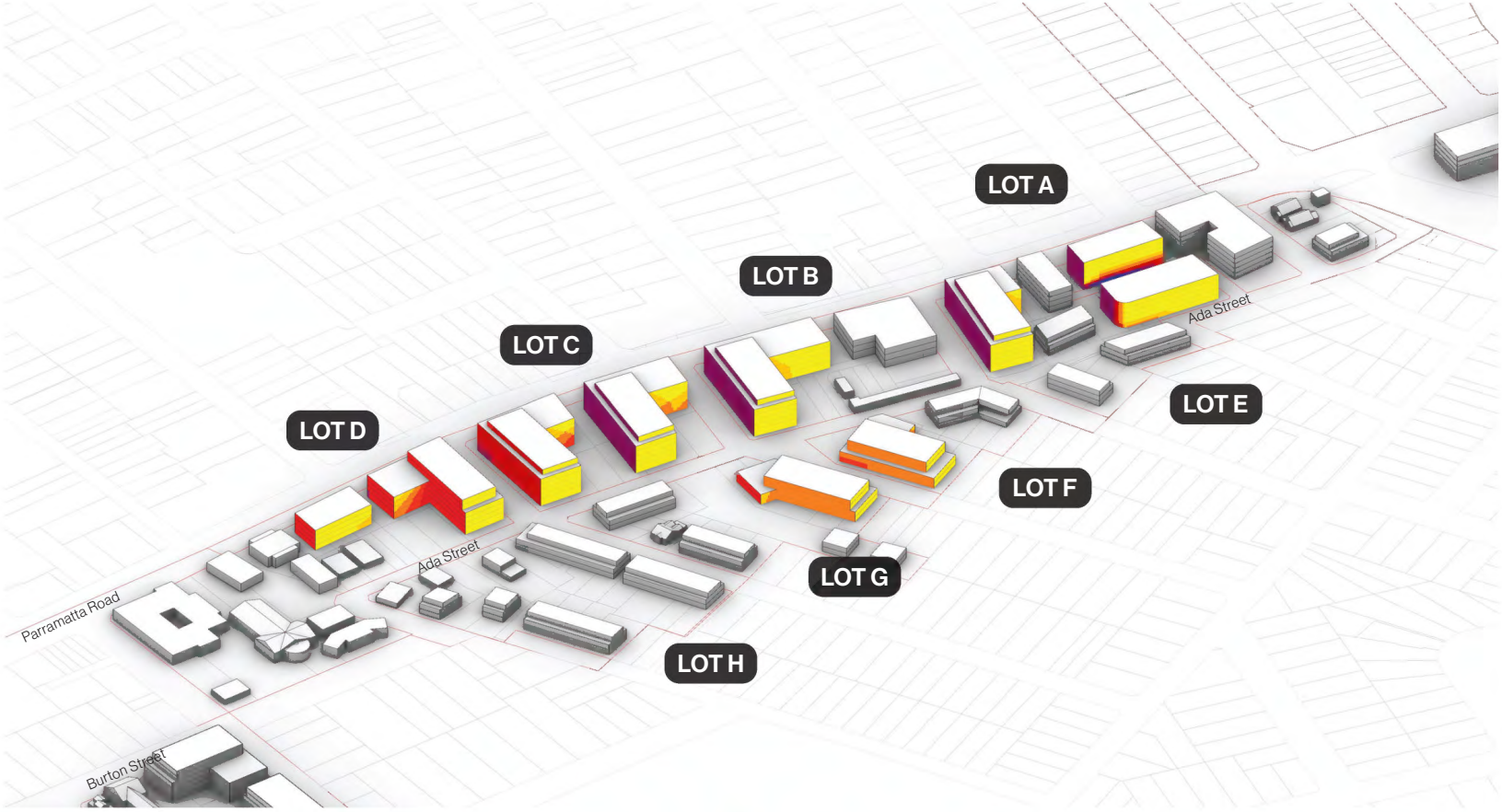
1. Living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 2 hours direct sunlight between 9 am and 3 pm at mid winter in the Sydney Metropolitan Area and in the Newcastle and Wollongong local government areas
2. In all other areas, living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 3 hours direct sunlight between 9 am and 3 pm at mid winter
3. A maximum of 15% of apartments in a building receive no direct sunlight between 9 am and 3 pm at mid winter

Our high level analysis resulted in the following percentage of apartments receive the minimum required two hours of sunlight between 9am -3pm on 21st June:

Lot A	75.7%
Lot B	80.7%
Lot C	82.7%
Lot D	81.1%
Lot F	80.4%
Lot G	86.9%

Whole of Precinct Apartments: 80.4%

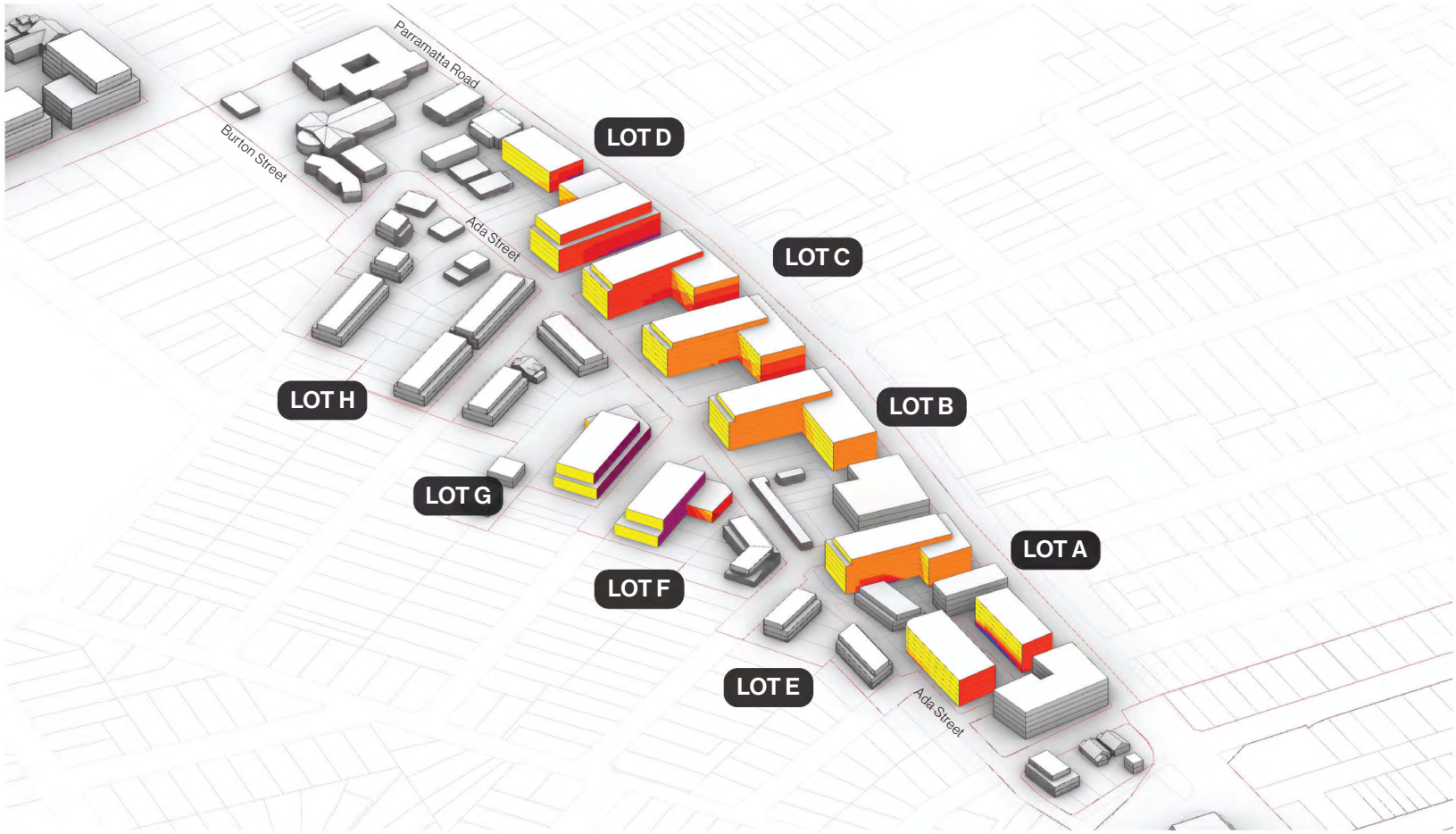
We recognise that this a high level assessment, based on building envelopes only and that with further detailed design and planning, compliance is likely to be achieved.



Item 9.2 - Attachment 3

GROUPGSA

Façades North-West



Item 9.2 - Attachment 3

6.14 OVERSHADOWING

The proposed built form has been developed to minimise solar impact on its immediate context and to neighbouring dwellings.

Diagrams illustrate the maximum potential overshadowing of proposed built form taken on June 21st winter solstice at 9am, 12pm, and 3pm.

Proposed built form within the Concord Precinct has a minimal impact on surrounding residences located to its north, with overshadowing occurring primarily along Parramatta Road.

Internal overshadowing is most prominent along Ada Street.

21 June - 9am

21 June - 12pm

21 June - 3pm

Heritage

The following diagram demonstrates the extent of shadow cast on the heritage items at 9am, 12pm, and 3pm.

[redacted]

Item 9.2 - Attachment 3

7.0 STREET INTERFACES

07

Item 9.2 - Attachment 3

GROUPGSA

7.1 BURWOOD PRECINCT

Broughton Street South

Broughton Street is characterised by planted beds lining comfortable paths of travel for pedestrian, cyclist and vehicular movement.

A proposed 3m setback beyond the existing property boundary on the eastern side of the road will permit the development of wider paths and abundant greenery.

A two way cycle route on the western side of the street will improve the connectivity to Goddard Park and Queen Elizabeth Park, along with the rest of the precinct and improve visibility between pedestrians/cyclists and motorists.

The planned built form will ensure a smooth transition from the 6-storey residential building to the 4 storey podium, to the surrounding open space. This design approach will harmonize the new developments with the existing architectural scale, maintaining the character of the area.

Item 9.2 - Attachment 3

Lansdowne Street-Broughton Street Link

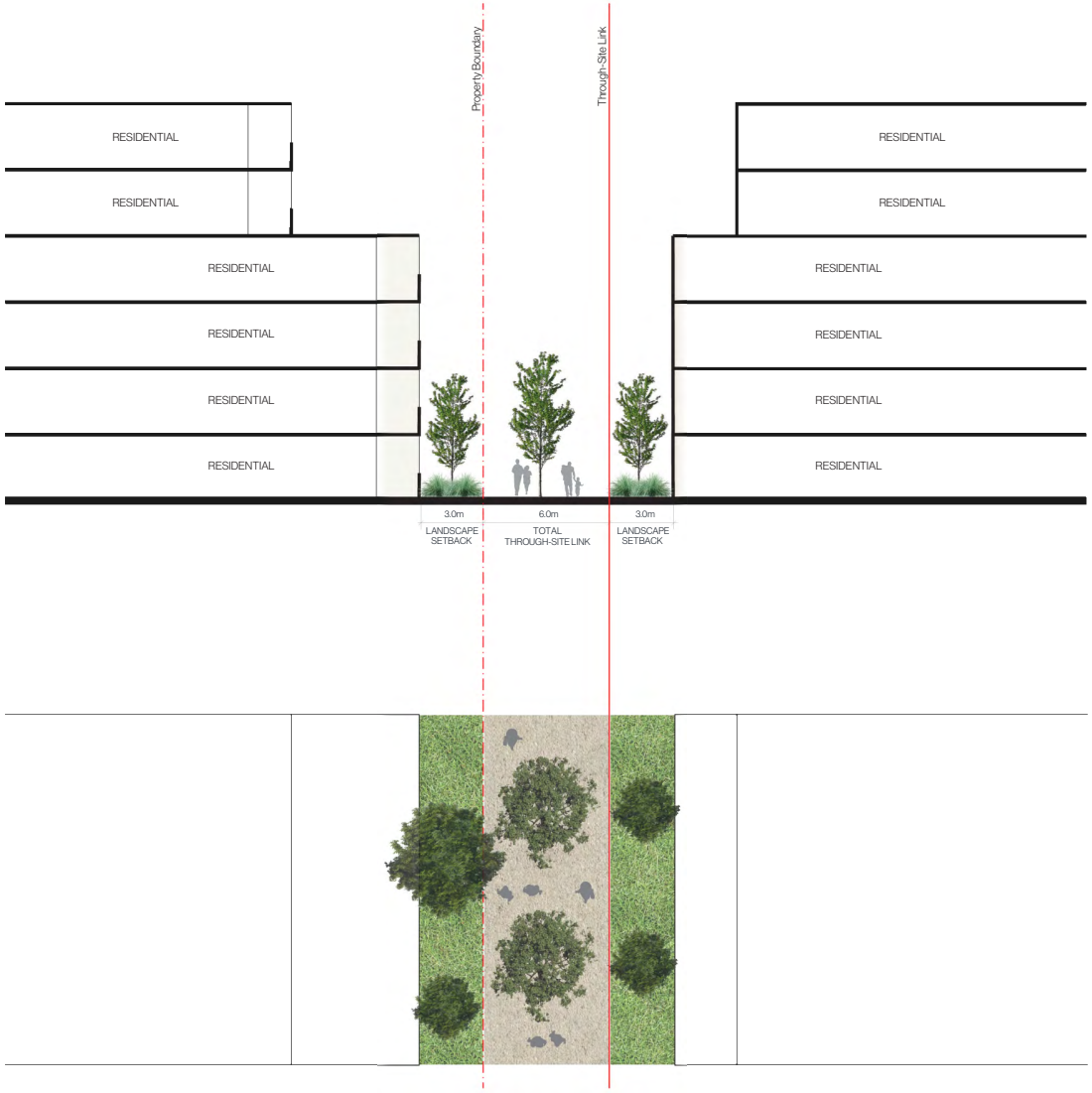
The through-site link will feature rows of varying trees and planted beds lining comfortable paths of travel for pedestrian movement.

A new 6m pedestrianised link will connect Broughton Street to Burwood Road to create a connection with the Moreton Street alignment.

The link will feature a flush, paved ground surface to delineate the link as a pedestrian zone.

This thoroughfare from Landsdowne Street to Broughton Street will link the open spaces to the wider green grid and sports facilities from the east to the west of this precinct.

A proposed 3m landscape setback to the north and 9m lanscape setback to the south beyond the existing property boundary will ensure that the 4 storey street walls sit with the overall scale of the through-site link. An upper level setback of 3m to another 2 storeys also retains human scale along the street.

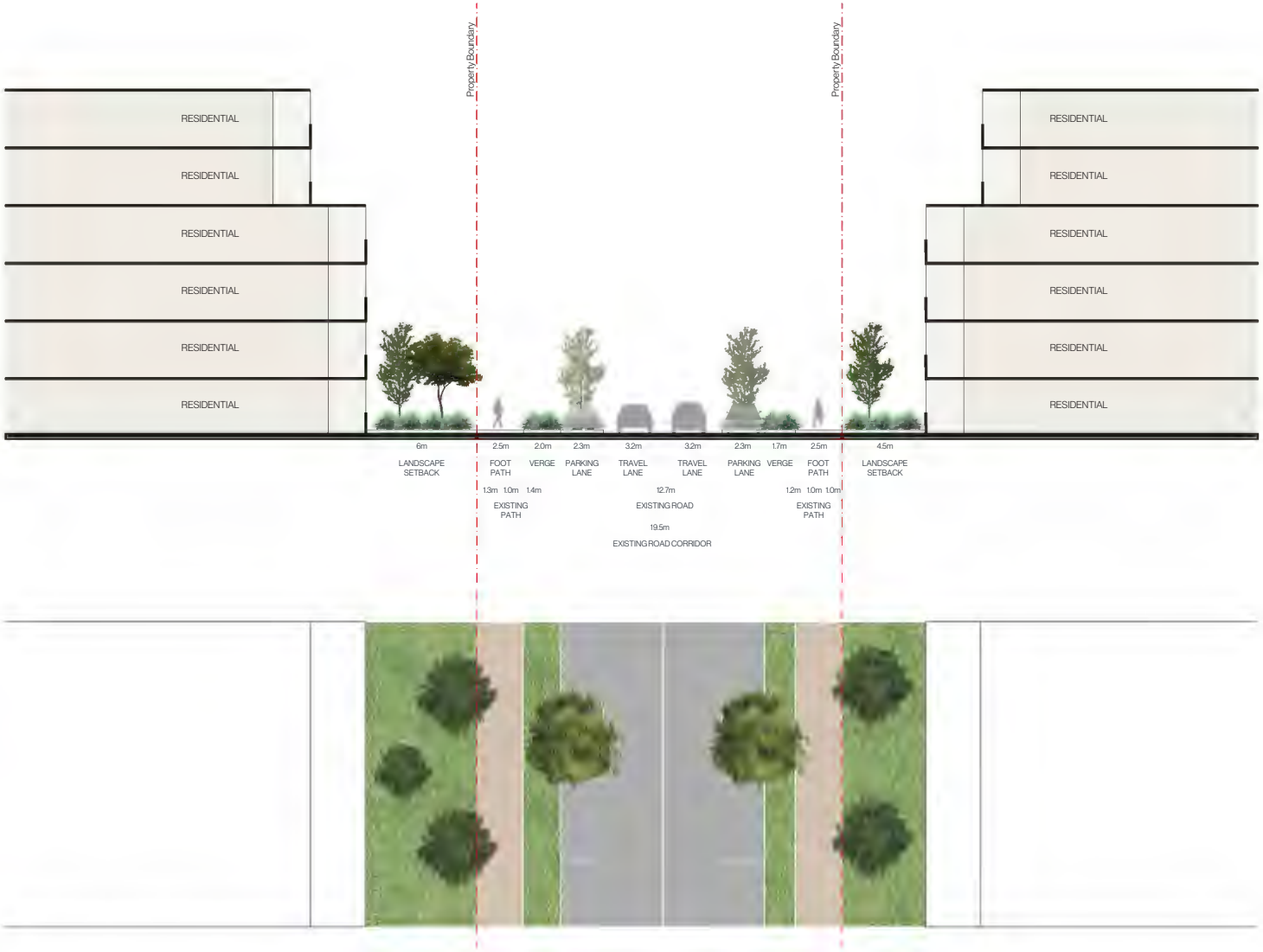


Lansdowne Street

Lansdowne Street comprises of a two lane road with street parking, along with wide footpaths and landscaping.

A 4-storey street wall, with 2 storeys above will transition the character of the precinct's built form to a more comfortable, domestic scale.

A proposed 6m setback on the western side and 4.5m setback on the eastern side, beyond the existing property boundary on both sides of the road will enhance passive surveillance and connectivity from the buildings to the street. It will generate a comfortable thoroughfare for pedestrian travel and permit the development of wider paths and abundant greenery.



Item 9.2 - Attachment 3

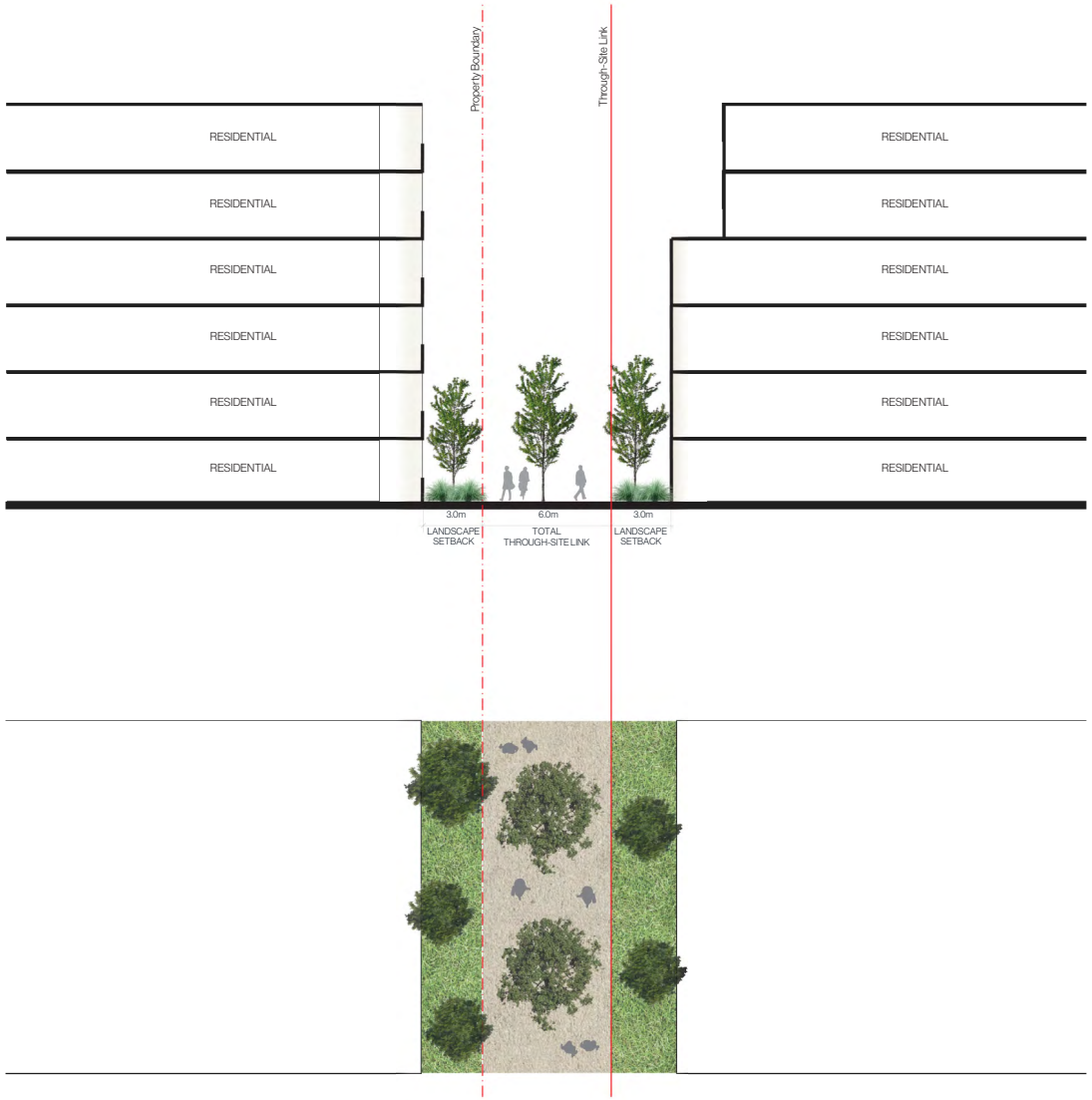
Burwood Road-Lansdowne Street Link

A new pedestrianised link will connect Landsdowne Street to Burwood Road following the Moreton Street alignment.

The link will feature a flush, paved ground surface to delineate the link as a pedestrian zone.

The completion of the thoroughfare from Moreton Street to Broughton Street will link the open spaces to the wider green grid and sports facilities from the east to the west of this precinct.

The 3m landscape setback from the through-site link will provide a sense of relief for residents from the public domain.



Moreton Street

Moreton Street is characterised by planted beds lining comfortable paths of travel and public open spaces. It will become accessible from Burwood Road and Loftus Street, allowing for greater pedestrian and cyclist movement and street-level engagement.

This thoroughfare creates a new link from Loftus Street through the existing Moreton Street alignment to Broughton Street, linking the open spaces to the wider green grid and sports facilities from the east to the west of this precinct.

The proposed buildings on both sides of Moreton Street have been designed with a 2-storey street wall to sympathetically interface with the scale of the street. The building on the southern side, has an upper level set back of 9m to 2 more storeys. The building on the northern side has an upper level set back of 3m to 3 storeys, and then another set back to 4 storeys.

Item 9.2 - Attachment 3

Loftus Street

The proposed character of Loftus Street aims to enhance the current recreational activity of the street by prioritizing pedestrian movement and street-level engagement.

A 6-storey street wall has been designed along the west to sympathetically interface with the scale of the street. An upper level setback of 3m to an additional 4 storeys, retains human scale along the street.

Concord Oval is part of the network of open spaces that link to the green grid and sports facilities of the Burwood Precinct.

Item 9.2 - Attachment 3

Gipps Street

The proposed character of Gipps Street aims to enhance the current recreational activity of the street by prioritizing pedestrian movement and street-level engagement.

A 6-storey street wall has been designed along the west to sympathetically interface with the scale of the street. An upper level setback of 3m to an additional 4 storeys retains human scale along the street.

St Lukes Park is part of the network of open spaces that link to the green grid and sports facilities of the Burwood Precinct.

Item 9.2 - Attachment 3

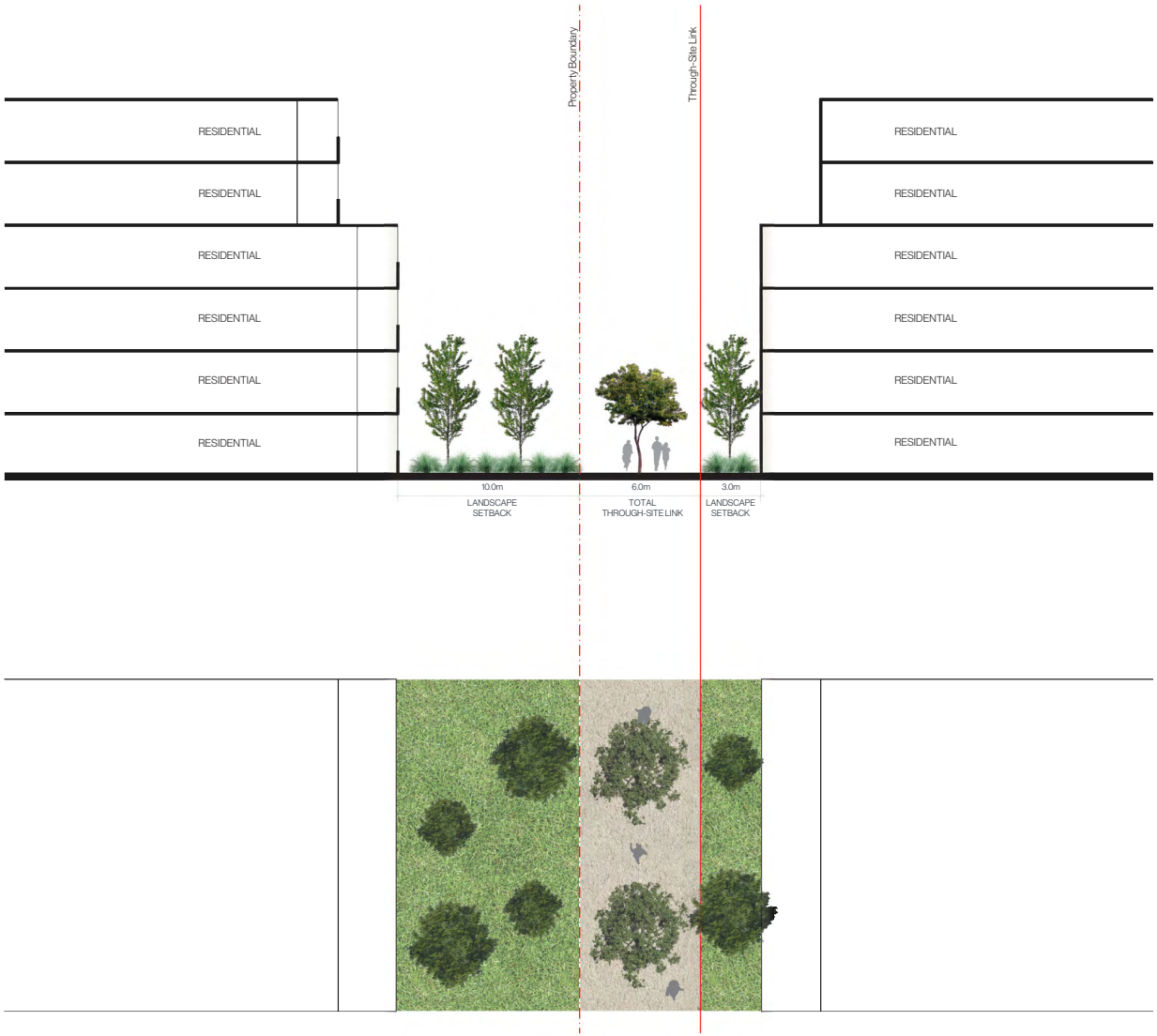
St Lukes Park Link

A series of new pedestrian links will connect Broughton Street to St Lukes Park via Burwood Road.

The link will feature a flush, paved ground surface to delineate the link as a pedestrian zone.

This 6m wide thoroughfare from St Lukes Park to Burwood Road will link the eastern open spaces to the wider green grid and sports facilities across the precinct.

A 4-storey street wall behind a 3m landscape setback to the north and a 10m setback to the south sits with the overall scale of the surrounding through-site link and the pedestrian experience. The upper 2 levels of the building, are setback by 3 meters.

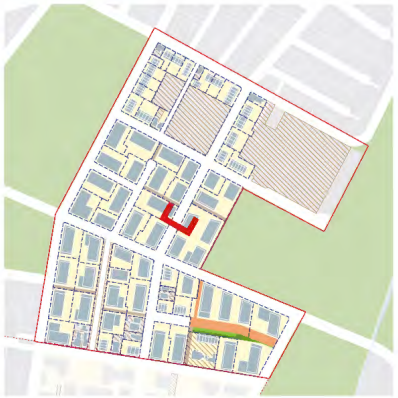


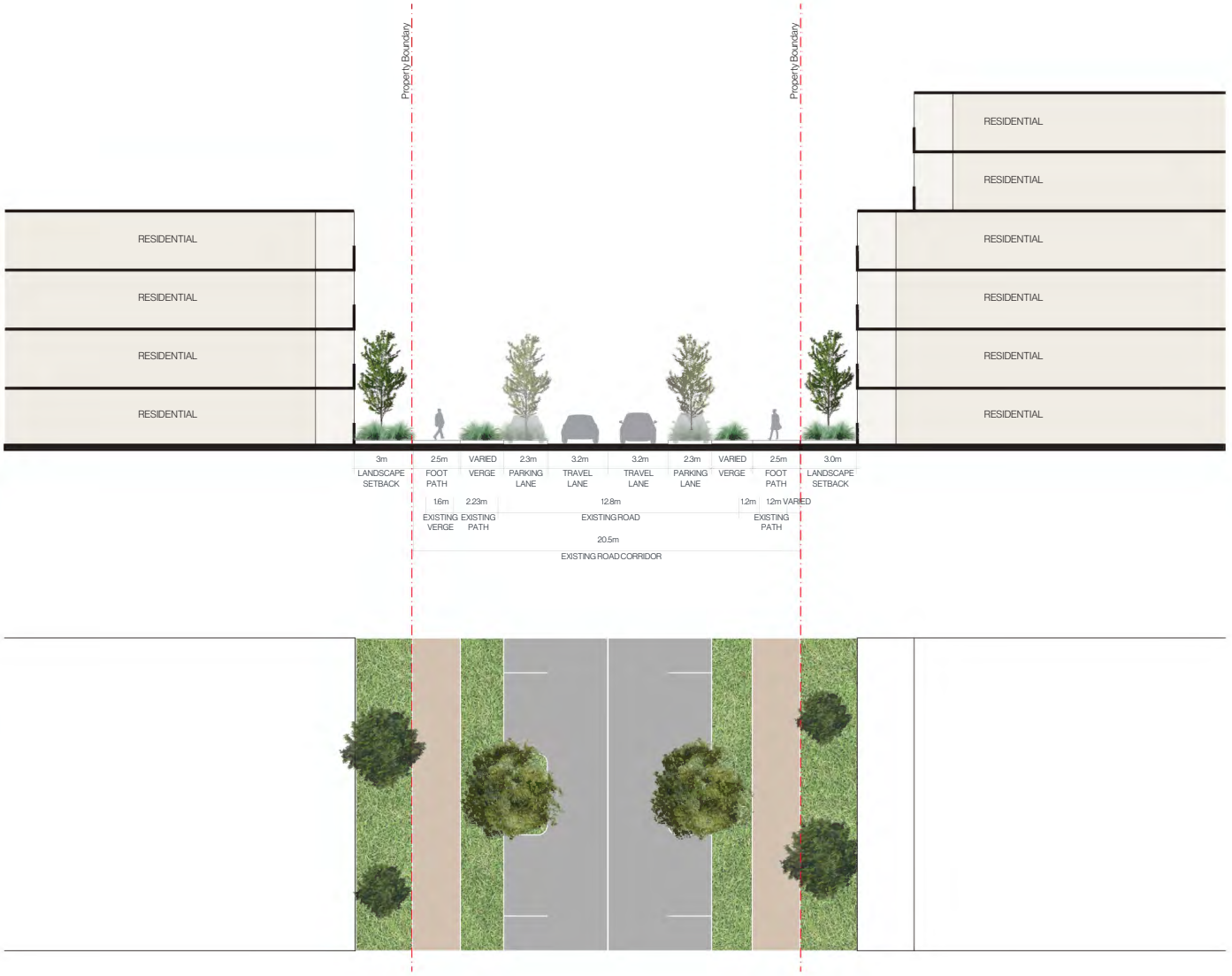
Burwood Road

Burwood Road is characterised by planted bed lining comfortable paths of travel for pedestrian movement and vehicular access.

The planned built form will ensure a smooth transition from 4-storey residential buildings to the adjacent 6-storey residential flat building. Each of these buildings also have a 4-storey street wall to sympathetically interface the scale of the street.

The landscape setbacks on both sides of the street provides a sense of relief for residents from the public domain and road.





Item 9.2 - Attachment 3

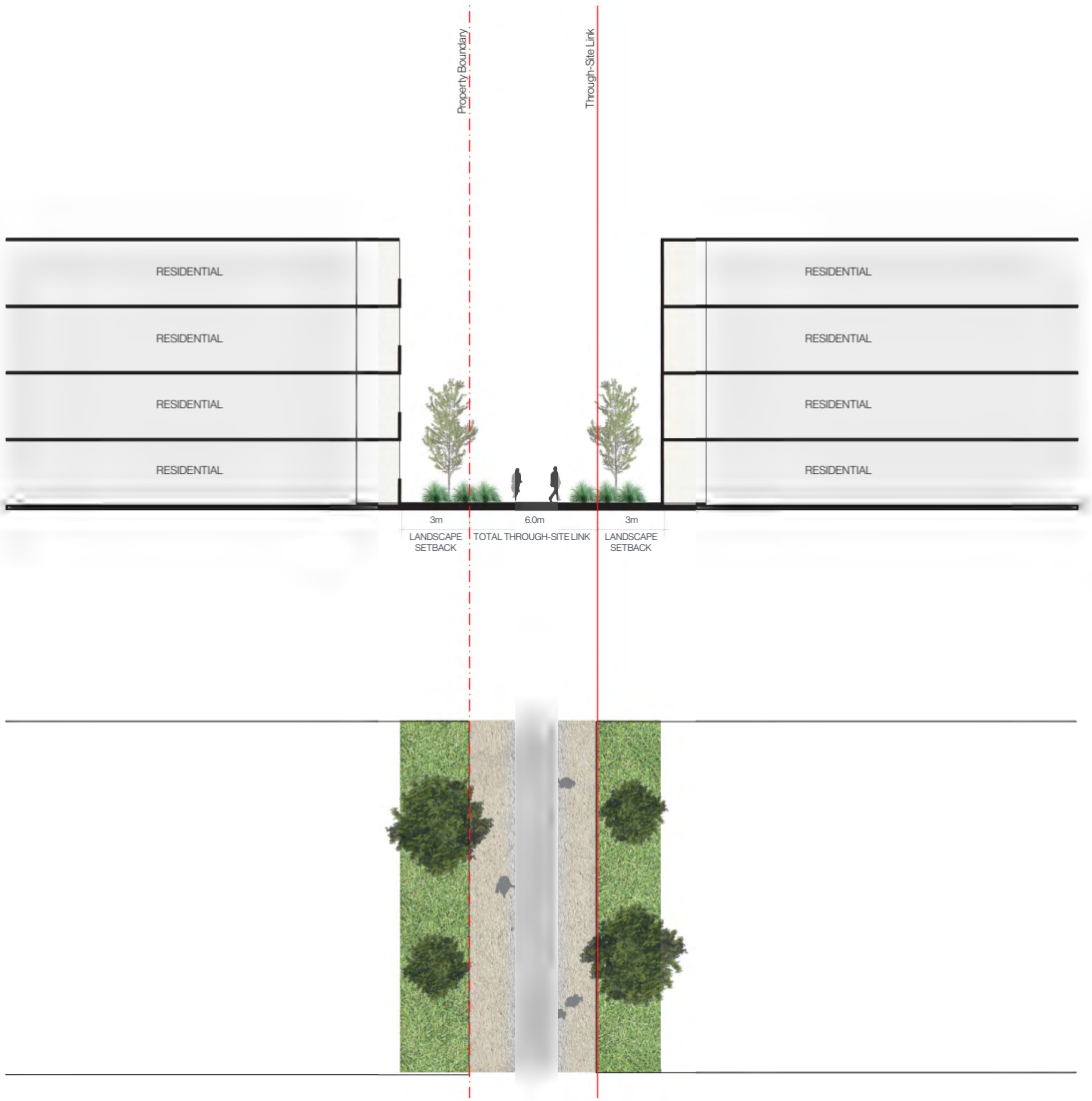
Burwood Road-David Street Link

A series of new pedestrian links will connect Broughton Street to St Lukes Park via Burwood Road.

The link will feature a flush, paved ground surface to delineate the link as a pedestrian zone.

This thoroughfare from St Lukes Park to Broughton Street will link the open spaces to the wider green grid and sports facilities from the east to the west of this precinct.

A 4-storey street wall sits with the overall scale of the surrounding through-site link and the pedestrian experience.

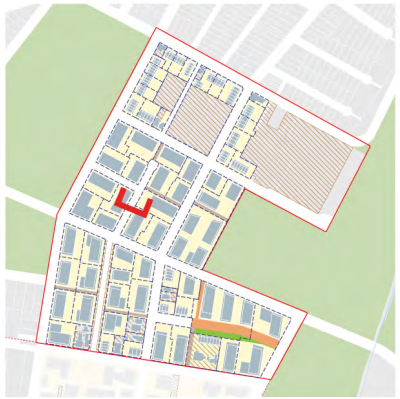


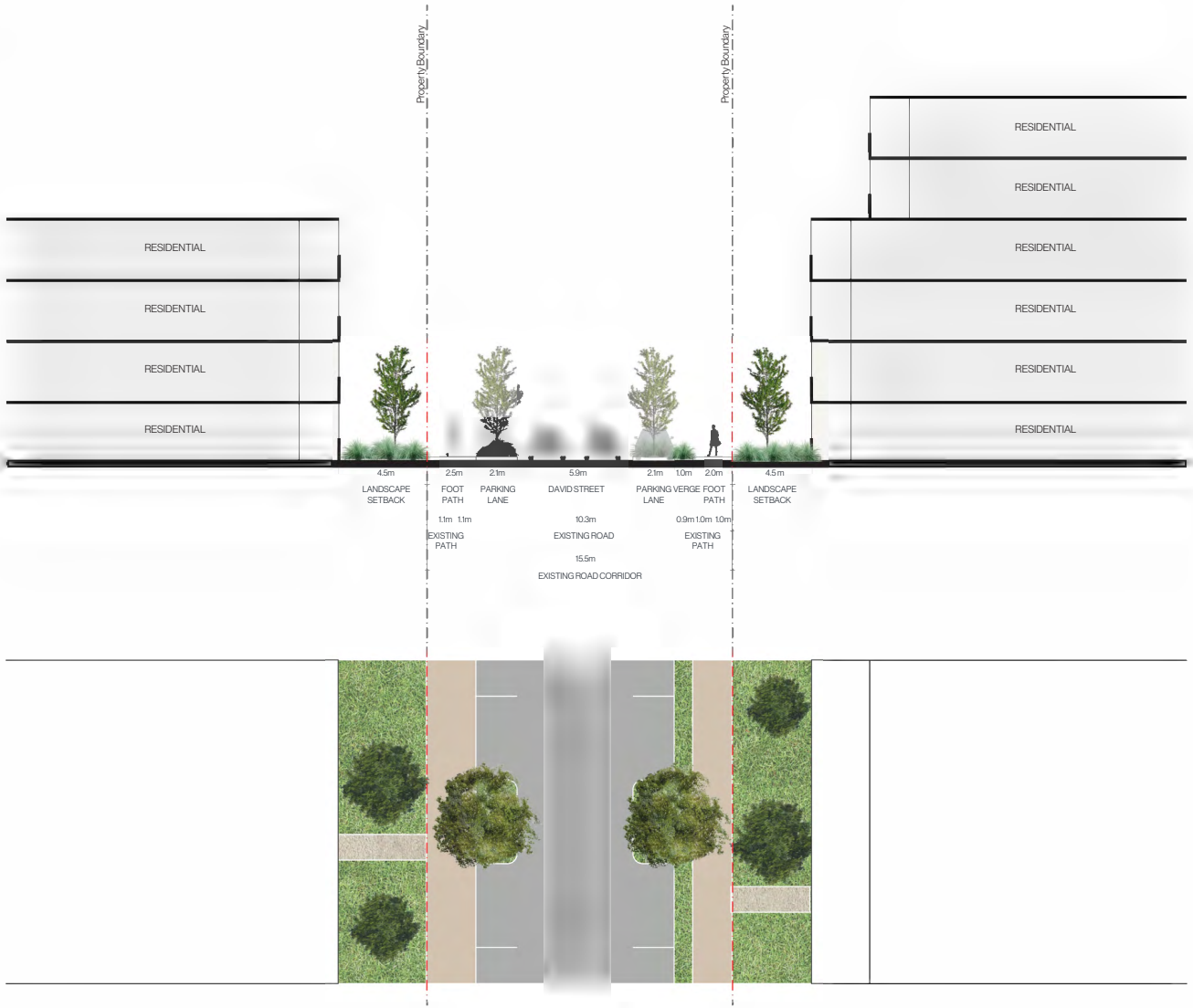
David Street

David Street is characterised by planted bed lining comfortable paths of travel for pedestrian movement and vehicular access.

A 4-storey street wall has been designed on both sides of the street to sympathetically interface with the scale of the street.

The landscape setbacks on both sides of the street provides a sense of relief for residents from the public domain and road.





Item 9.2 - Attachment 3

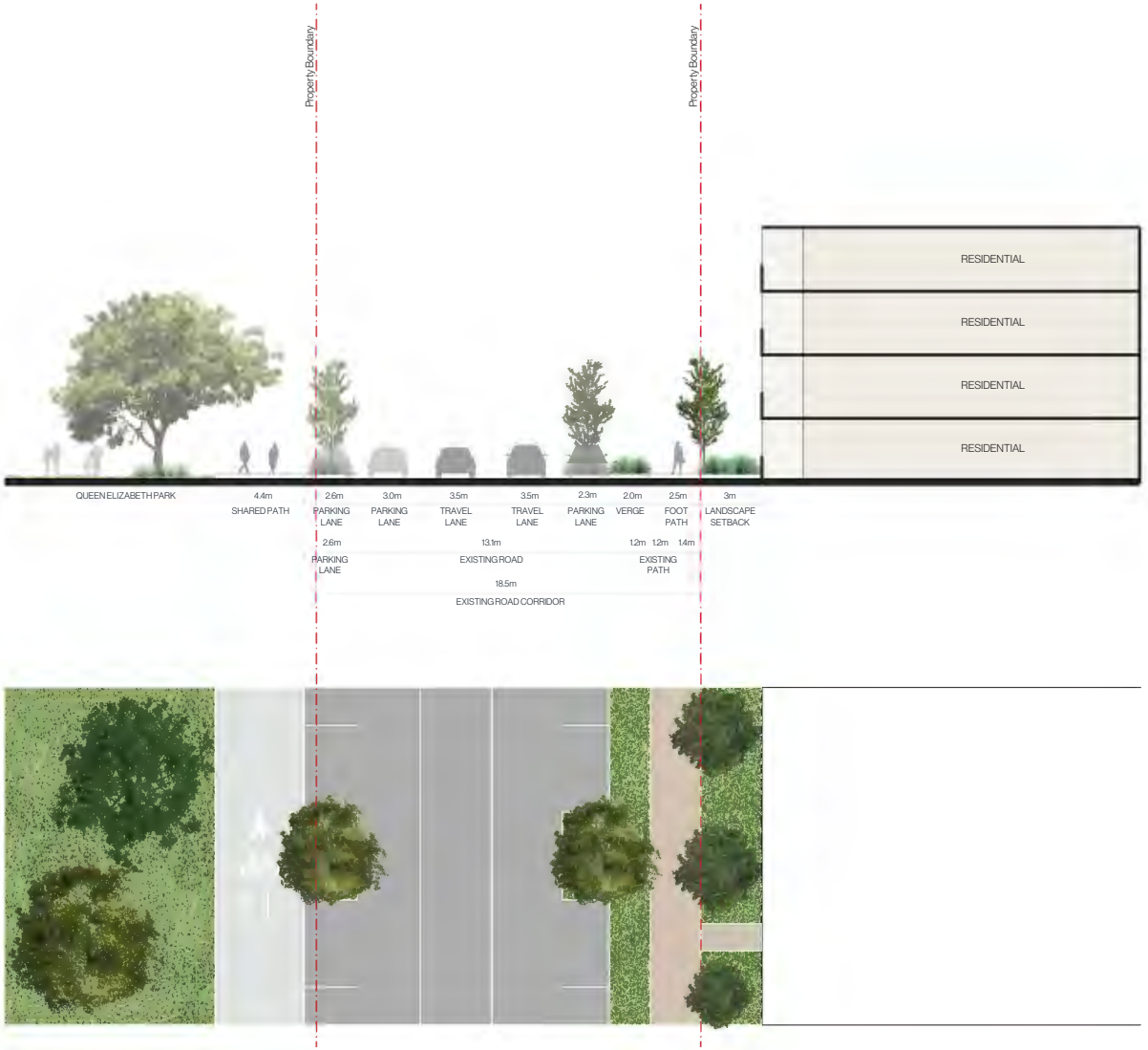
Broughton Street North

Broughton Street is characterised by planted beds lining comfortable paths of travel for pedestrian, cyclist and vehicular movement.

A proposed 3m setback beyond the existing property boundary on the eastern side of the road will permit the development of wider paths and abundant greenery.

A two way cycle route on the western side of the street will improve the connectivity to Goddard and Queen Elizabeth Park, along with the rest of the precinct and improve visibility between pedestrians/cyclists and motorists.

The planned built form will ensure a smooth transition from 4-storey residential building to the surrounding open space. This design approach will harmonize the new developments with the existing architectural scale, maintaining the character of the area.



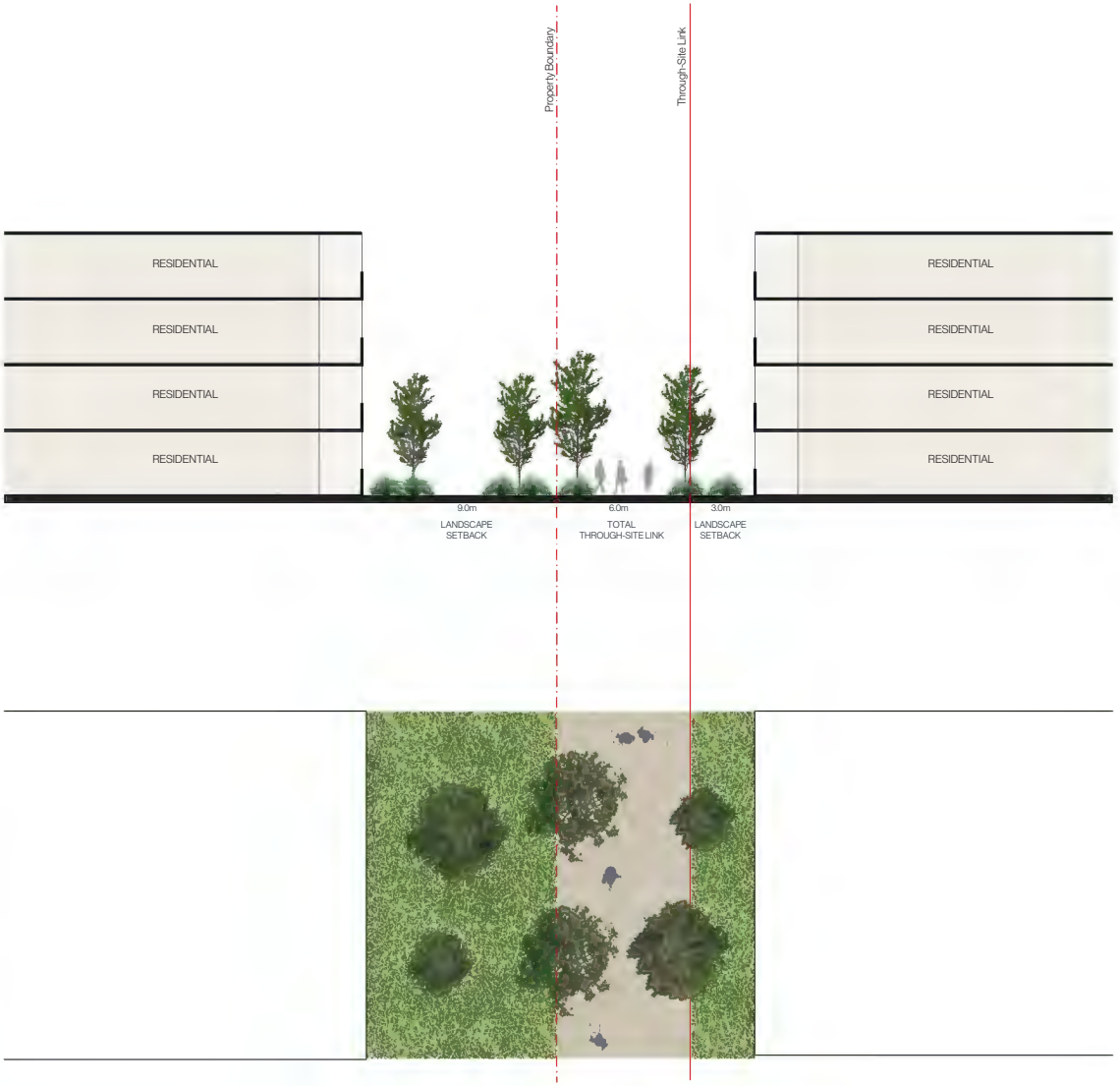
David Street Link

A new pedestrianised link will connect Stanley Street to David Street following the Moreton Street alignment.

The link will feature a flush, paved ground surface to delineate the link as a pedestrian zone.

This 6m wide thoroughfare will link the open spaces to the wider green grid and sports facilities from the east to the west of this precinct.

The 9m landscape setback to the west and a 3m setback to the east from the through-site link will provide a sense of relief for residents from the public domain.



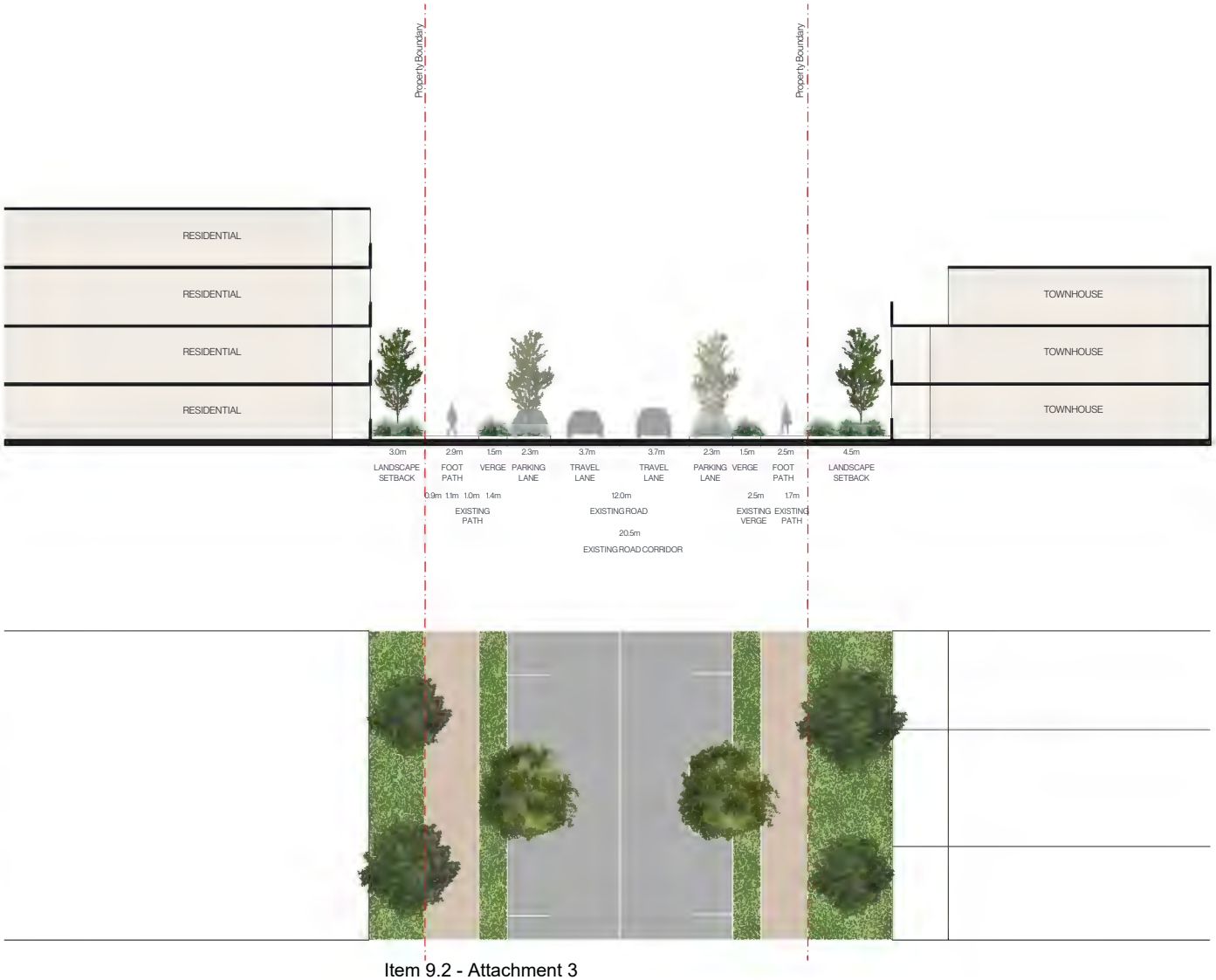
Item 9.2 - Attachment 3

Stanley Street

Stanley Street is characterised by planted bed lining comfortable paths of travel for pedestrian movement and vehicular access.

The planned built form will ensure a smooth transition from 5-storey residential buildings to the opposing 3-storey town houses. Each of these buildings also have a 2-storey street wall to sympathetically interface the scale of the street and surrounding heritage.

The landscape setbacks on both sides of the street provides a sense of relief for residents from the public domain and road.

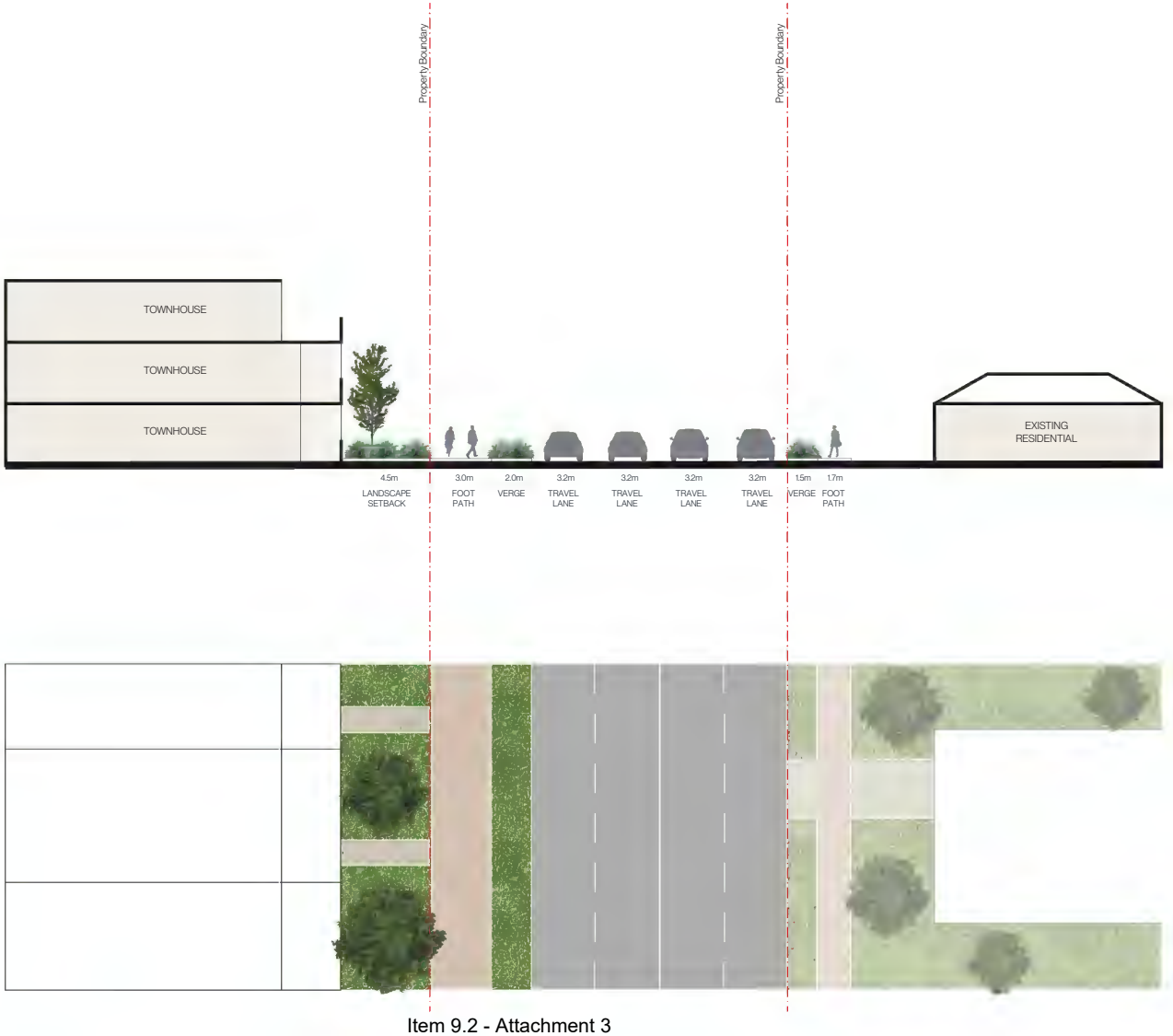


Crane Street

Crane Street is characterised by planted beds lining comfortable paths of travel for pedestrian movement and a four lane road.

The planned built form will ensure a smooth transition from 3-storey town house buildings to the surrounding 1 to 2-storey context. This design approach will harmonize the new developments with the existing architectural scale, maintaining the character of the area and sensitive to existing heritage buildings along Crane Street.

The 4.5m landscape setback on both sides of the street provides a sense of relief for residents from the public domain and road.



7.2 CONCORD PRECINCT

Parramatta Road

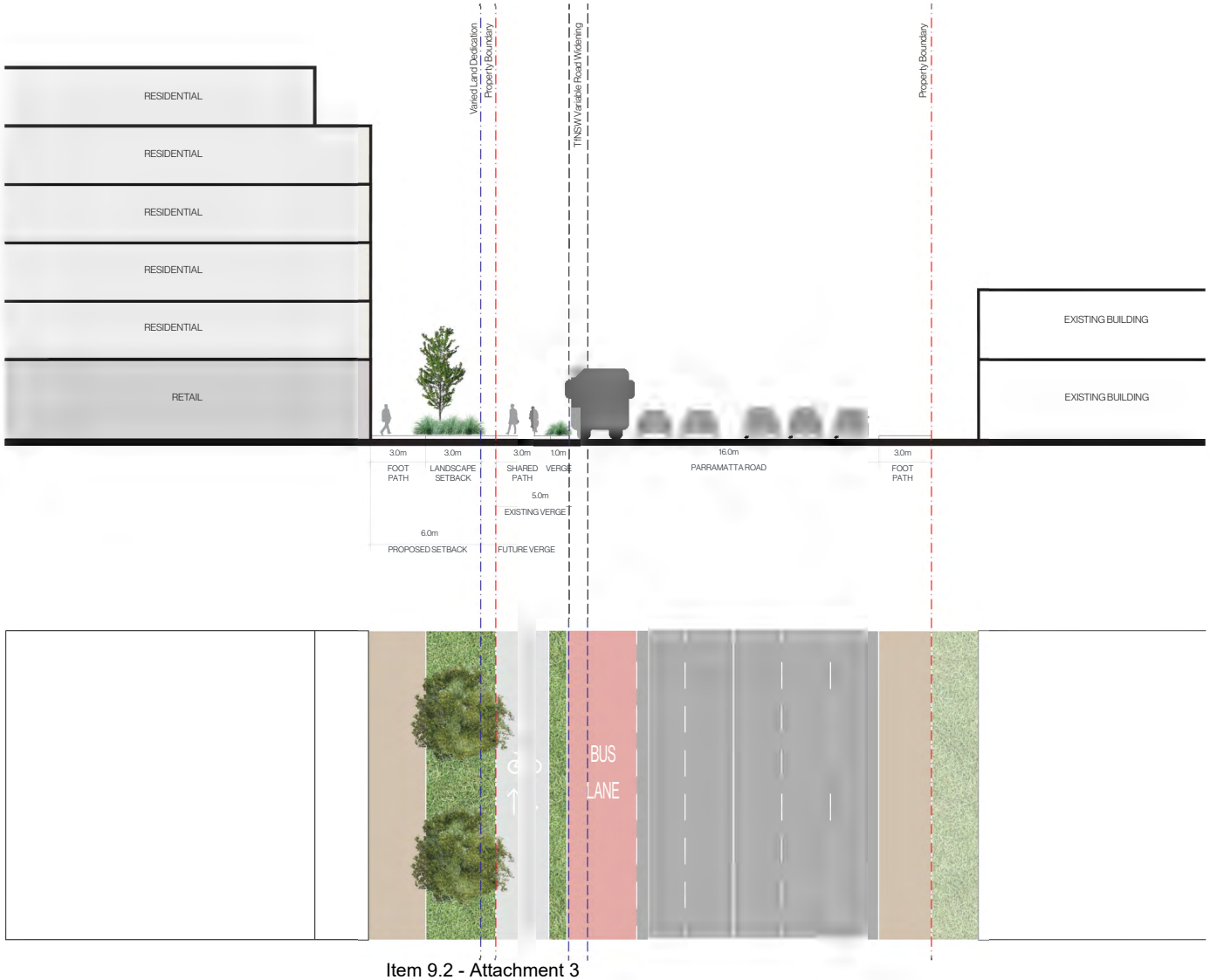
The character of Parramatta Road has been designed to integrate the street's existing role as a major city thoroughfare with the proposed retail and commercial hub of Concord.

To enhance the transportation infrastructure of the street, dedicated cycling and pedestrian pathways will be implemented and significant portions of street planting accommodated within a wide setback of 6m and a variable road widening (TfNSW).

This setback will not only provide a sense of relief for residents and pedestrians but also facilitate a smooth transition from the bustling environment of Parramatta Road.

The development along Parramatta Road will feature a consistent 5-storey street wall. A 6th level will be setback 6m from the road. These buildings will incorporate ground floor retail spaces and commercial offices, effectively supporting the business activities of the corridor and serving as a transportation hub.

Moreover, these buildings will be designed to seamlessly integrate with the street, utilizing a 6-meter setback that includes pedestrian pathways and green planting.



*Note: Refer to page 40 for Variable TfNSW Road Widening

Item 9.2 - Attachment 3

Ada Lane

A series of pedestrianised links will connect Ada Street through to Parramatta Road and Lloyd George Avenue.

The link will feature a flush, paved ground surface to delineate the link as a pedestrian zone.

A proposed 9m landscape setback between the through-site link will provide a sense of relief for the residential street frontage from the public domain.

The southern building has ground floor retail spaces and commercial offices, effectively supporting the business activities of the corridor. The active frontage of the retail space will enhance interaction with the public domain.

Item 9.2 - Attachment 3

Lloyd George Avenue

The street design along Lloyd George Avenue will be characterized by plentiful planted beds lining comfortable paths of travel for pedestrians to interact with the active frontage of the retail spaces.

A proposed 3m setback beyond the existing property boundary on both sides of the road will permit the development of wider paths and abundant greenery.

A 4-storey street wall made up of residential and retail spaces has been designed to sympathetically interface with the scale of the street. The active frontage of the retail spaces will effectively support the business activities of the corridor and enhance the interaction with the public domain.

Item 9.2 - Attachment 3

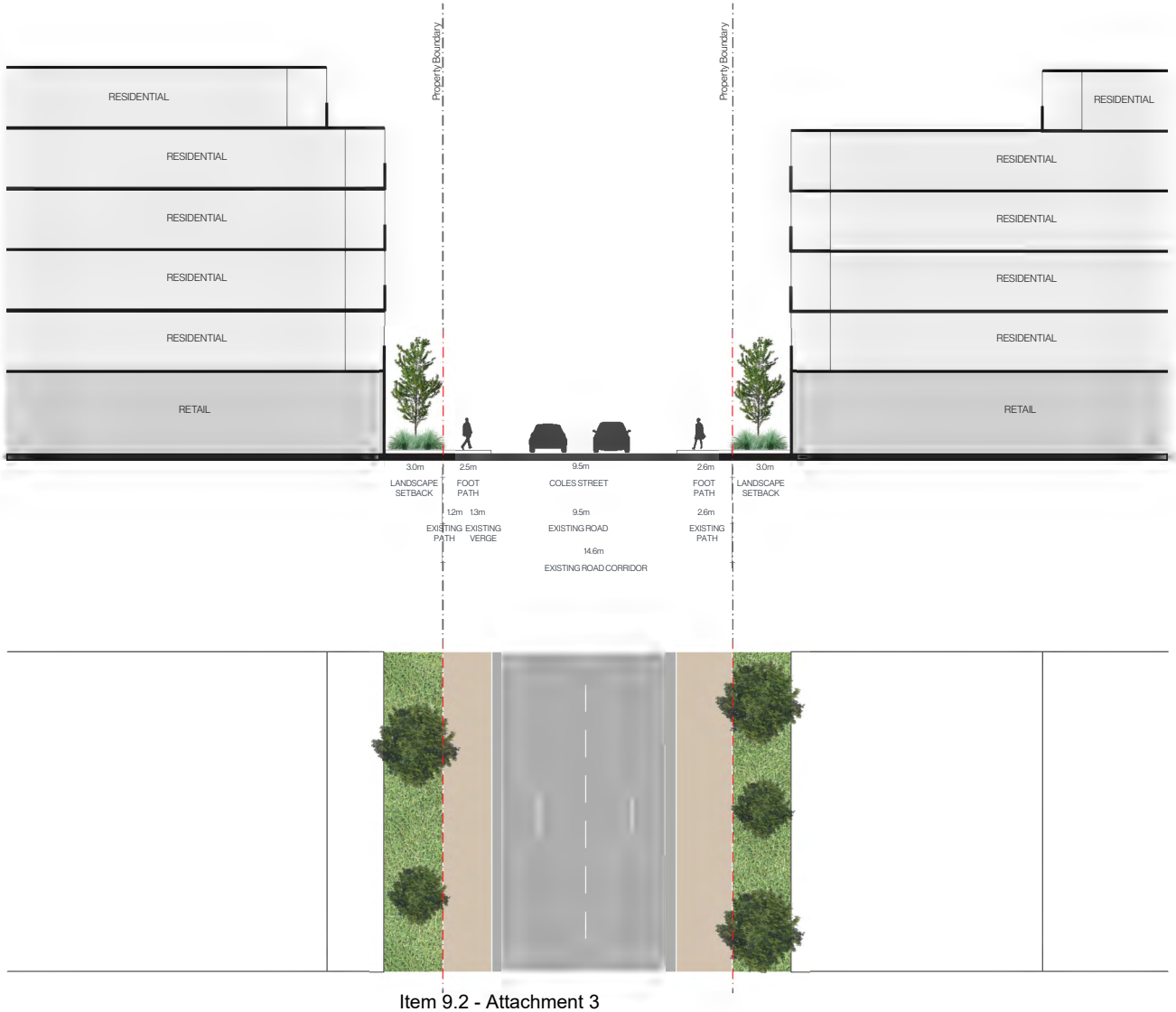
Coles Street South

The street design along Coles Street will be characterized by plentiful planted beds lining comfortable paths of travel for pedestrians to interact with the active frontage of the retail spaces.

A proposed 3m setback beyond the existing property boundary on both sides of the road will permit the development of wider paths and abundant greenery.

A 5-storey street wall made up of residential and retail spaces has been designed to sympathetically interface with the scale of the street. A final 6th storey sits at a 3m setback to the east of Coles Street.

The active frontage of the retail spaces will effectively support the business activities of the corridor and enhance the interaction with the public domain.



Item 9.2 - Attachment 3

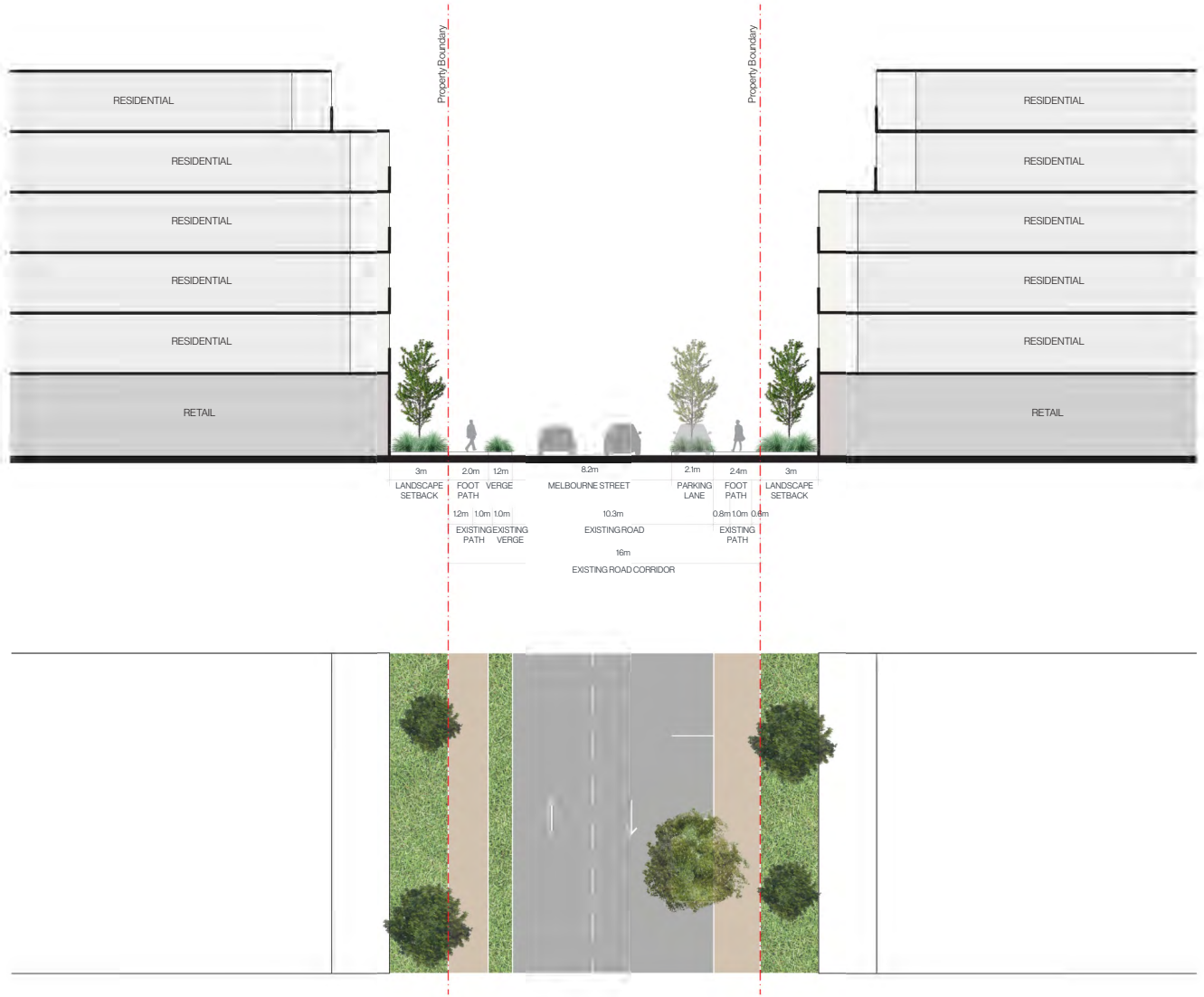
Melbourne Street South

The street design along Melbourne Street will be characterized by plentiful planted beds lining comfortable paths of travel for pedestrians to interact with the active frontage of the retail spaces.

A proposed 3m setback beyond the existing property boundary on both sides of the road will permit the development of wider paths and abundant greenery.

A 5-storey street wall made up of residential and retail spaces has been designed to sympathetically interface with the scale of the street. A final 6th storey sits at a 3m setback on each side of the road.

The active frontage of the retail spaces including the larger retail offer to the west will effectively support the business activities of the corridor and enhance the interaction with the public domain.



Item 9.2 - Attachment 3

Ada Street

Ada Street is characterised by a smaller road corridor of two lanes, to enhance the pedestrian access and green space.

A proposed 4.5m setback beyond the existing property boundary on each side of the road will permit the development of wider paths and abundant greenery.

A5-storey street wall has been designed to sympathetically interface with the scale of the street. On the northern side, a three storey townhouse with an upper level setback of 3m tapers down to the surrounding context.

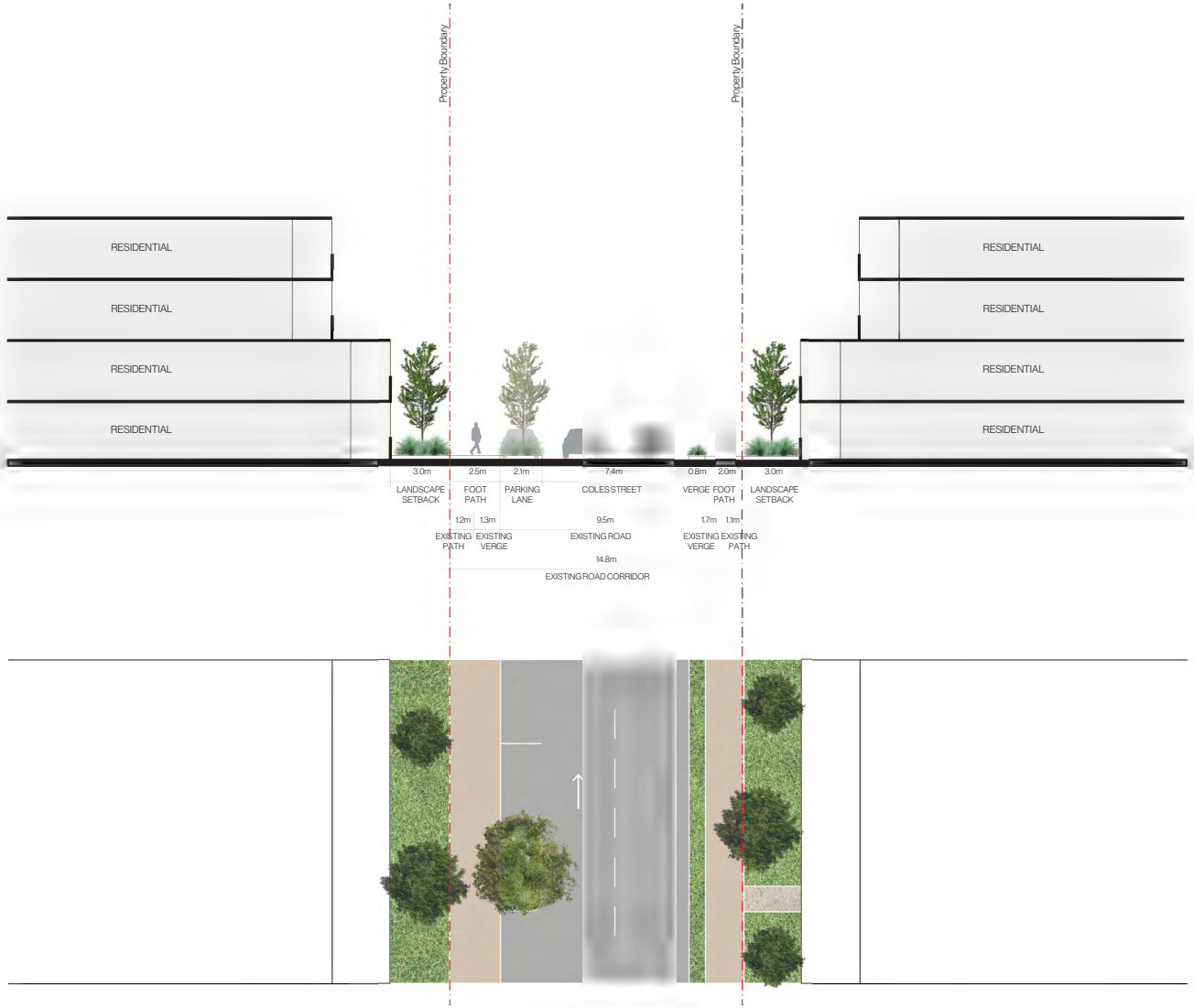
The additional 3m footpath on the south will provide a sense of relief for the residential street frontage from the public domain.

Coles Street North

The street design along Coles Street will be characterized by plentiful planted beds lining comfortable paths of travel for pedestrians.

A proposed 3m setback beyond the existing property boundary on both sides of the road will permit the development of wider paths and abundant greenery.

The planned built form will ensure a smooth transition from 4-storey residential buildings to the adjacent low-density residential context. Each of these buildings also have a 2-storey street wall to sympathetically interface the scale of the street.



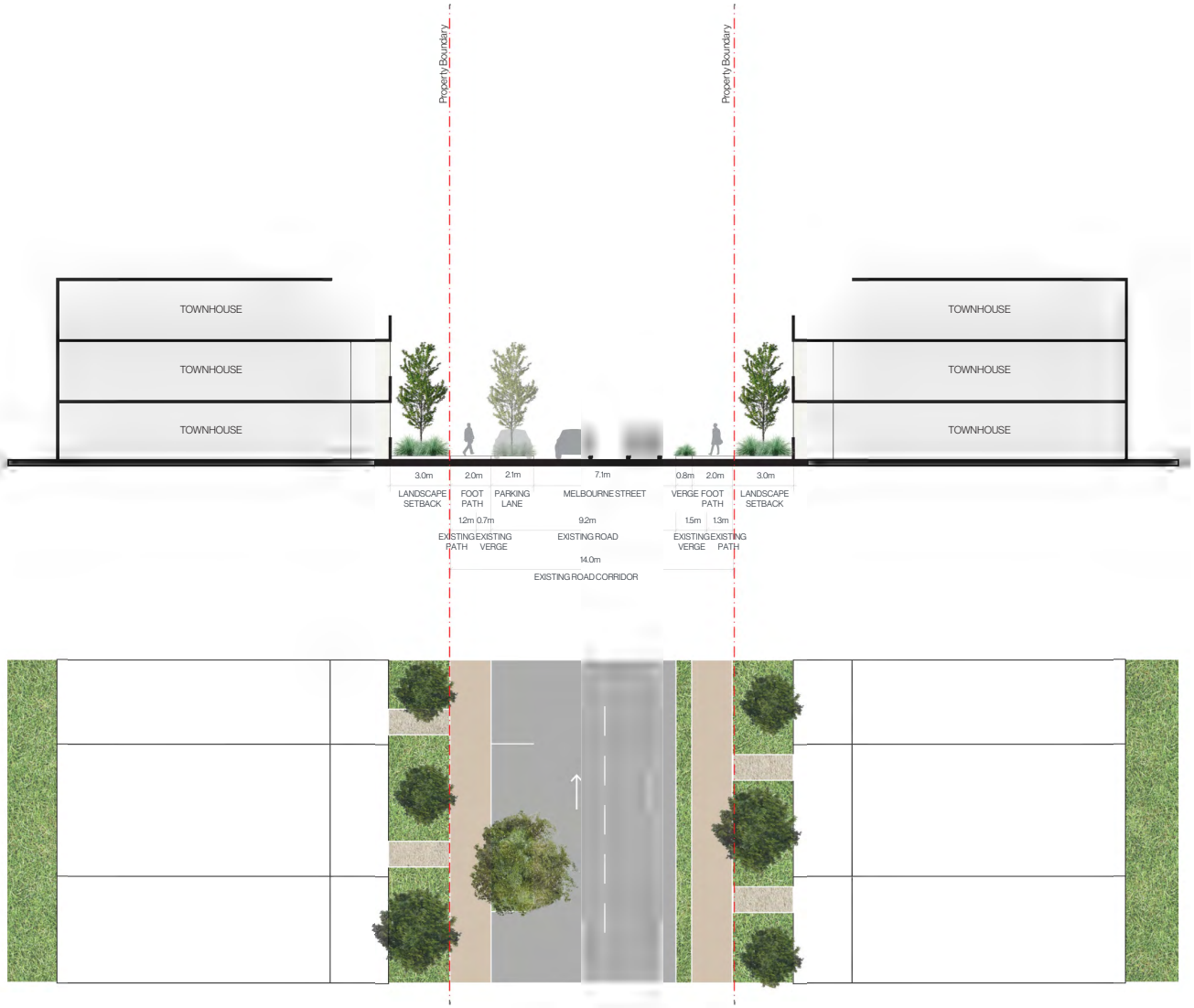
Item 9.2 - Attachment 3

Melbourne Street North

The street design along Melbourne Street will be characterized by town houses lined with plentiful planted beds and comfortable paths of travel for pedestrians.

A proposed 3m setback beyond the existing property boundary on both sides of the road will permit the development of wider paths and abundant greenery. It will also provide a sense of relief for the residential street frontage from the public domain.

Each building has a 2-storey street wall with an additional setback, storey above.

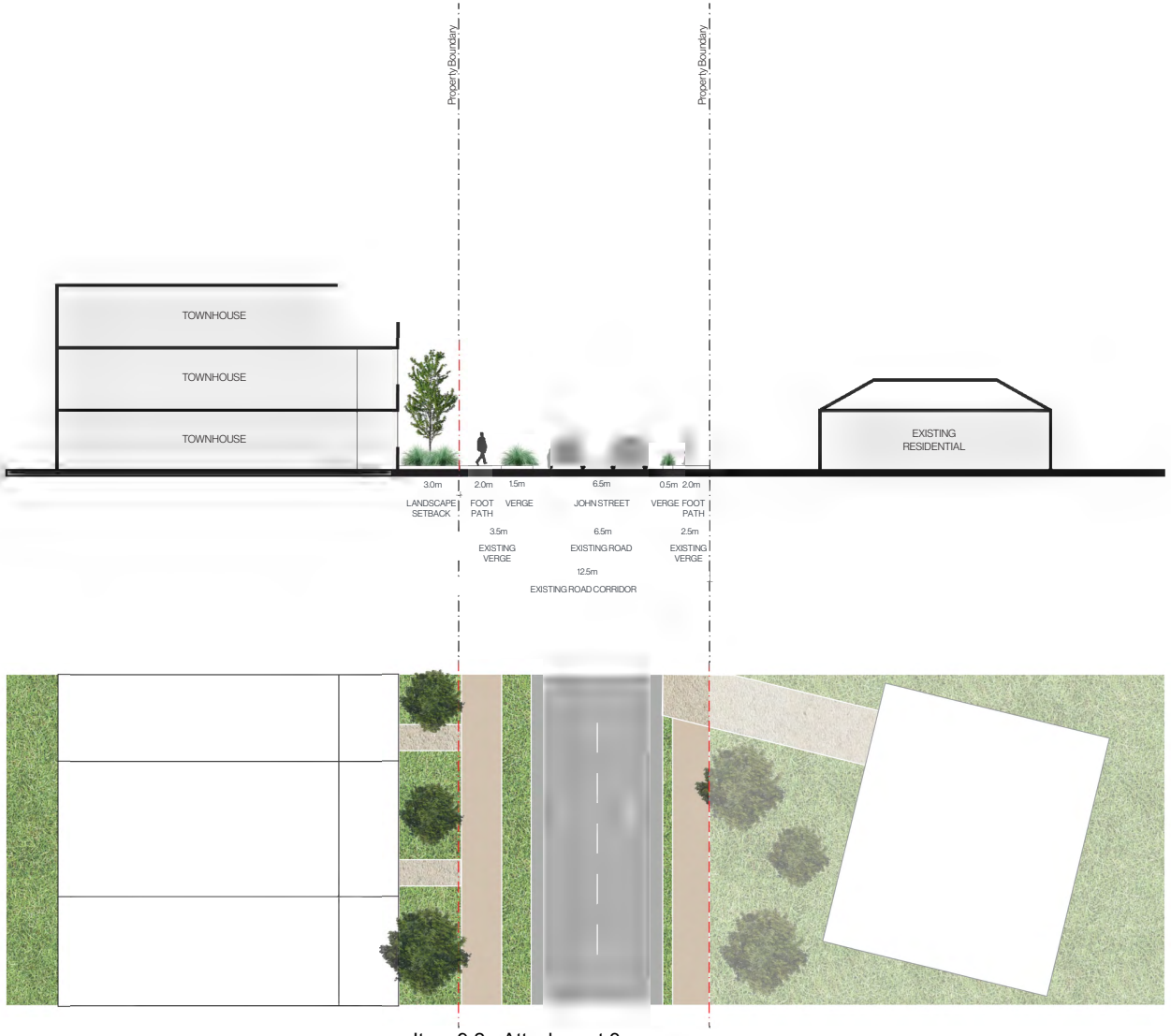


John Street

A 3m landscape setback will provide more space for pedestrians and improve their overall experience.

The planned built form will ensure a smooth transition from 3-storey town houses to the opposing single storey, existing residential building. The design approach will harmonize the new developments with the existing architectural scale, maintaining the character of the area.

The landscape design along John Street will prioritize the integration of trees and greenery increasing the canopy cover along the street. This will not only enhance the visual appeal but also provide shade and contribute to a more sustainable and comfortable environment for pedestrians.



Item 9.2 - Attachment 3

Item 9.2 - Attachment 3

8.0 YIELD

08

8.1 BURWOOD PRECINCT YIELD SUMMARY

GroupGSA for City of Canada Bay Council

Description	Date	Revision
Revised Masterplan		A
Revised Masterplan		B
Revised Masterplan	240220	C
Final Masterplan	240223	D
Final Masterplan (Revised)	240409	E
Final Masterplan (Revised)	240605	F

Table 1: Study Area Summary	
Overall Site Area:	**146,088**
TOTAL GFA	**255,595**
TOTAL Units	**2,641**
TOTAL Townhouses	**100**
Open Space	**1530**

Development Assumptions		
Building Efficiency (Non-Resi)		
GFA / GEA Ratio: Retail / Commercial		75%
Apartments		
GEA / GFA Ratio		75%
GFA / NSA Ratio		85%
GFA / GEA Ratio (Alt Calc, GFA excludes shared circulation)		75%
Apartments: Typical Unit Size		
	1B	55
	2B	77
	3B	105
	Average (Assumption used for Alt Calc)	85
Assumed GFA Mix		20%
		60%
		20%
		100%

Item 9.2 - Attachment 3

Table 2: Yield Estimate Breakdown

DEVELOPABLE LAND (on the non-developed parts of the Study Area)

Lot	Land Use	Lot Area (m2)	PRCUTS FSR REF	New FSR	Footprint (m2)	Building Storeys	GEA (m2)	Land Use (GFA, m2)				TOTAL GFA (m2)	Units	Townhouses	TOTAL RESIDENTIAL NSA (m^2)	Unit Mix		
								Residential	*Retail*	*Commercial*	*Community*					*1-Bed*	*2-Bed*	*3-Bed*
LOT A1-EXISTING	Mixed Use - Heritage	495	0.5	0.8	258	2	516	387	-	-	-	387		3	329			
LOT A2	Townhouses	546	0.5	0.7	213	3	539	404	-	-	-	404		2	344			
LOT A3	Townhouses	866	0.5	0.7	328	3	841	631	-	-	-	631		3	536			
LOT A4	Townhouses	1116	0.5	0.7	385	3	986	740	-	-	-	740		4	629			
LOT A5	Townhouses	1103	0.5	0.7	359	3	957	718	-	-	-	718		5	610			
LOT A6	Townhouses	1098	0.5	0.7	409	3	1,082	812	-	-	-	812		4	690			
LOT A7	Townhouses	1082	0.5	0.7	401	3	1,062	797	-	-	-	797		4	677			
LOT A8	Townhouses	1061	0.5	0.7	391	3	1,034	776	-	-	-	776		4	659			
LOT A9	Townhouses	1384	0.5	0.7	480	3	1,270	953	-	-	-	953		5	810			
LOT A10	Townhouses	1687	0.5	0.7	584	3	1,547	1,160	-	-	-	1,160		5	986			
LOT A-H1	Residential-Heritage	3242	0.5	0.4	1,401	1 to 2	1,577	1,183	-	-	-	1,183	14		1005	4	8	2
LOT A-H2	Residential-Heritage	1084	0.5	0.5	333	2	666	500	-	-	-	500	6		425	2	3	1
LOT A TOTAL		**14,764**		**0.7**	**5,542**		**12,077**	**9,058**	**-**	**-**	**-**	**9,058**	**20**	**39**	**7,699**			
LOT B-H1	Residential-Heritage	380	0.5	0.7	184	2	368	276	-	-	-	276	3		235	1	2	0
LOT B1	Townhouses	1360	0.5	0.7	479	3	1,269	952	-	-	-	952		4	809			
LOT B2	Townhouses	1140	0.5	0.7	373	3	988	741	-	-	-	741		3	630			
LOT B3	Townhouses	1761	0.5	0.7	628	3	1,717	1,288	-	-	-	1,288		6	1,095			
LOT B TOTAL		**4,641**		**0.7**	**1,664**		**4,342**	**3,257**	**-**	**-**	**-**	**3,257**	**3**	**13**	**2,768**			

LOT C1 - EXISTING	Residential + Commercial	699	0.5	1.0	468	2	936	351	351	-	-	702	4		298	1	2	1
LOT C2	Townhouses	1389	0.5	0.7	462	3	1,224	918	-	-	-	918		5	780			
LOT C3	Townhouses	1229	0.5	0.7	419	3	1,110	833	-	-	-	833		3	708			
LOT C4	Townhouses	1693	0.5	0.7	559	3	1,480	1,110	-	-	-	1,110		4	944			
LOT C5	Townhouses	1091	0.5	0.7	262	3	1,070	803	-	-	-	803		4	682			
LOT C6	Townhouses	1772	0.5	0.7	633	3	1,676	1,257	-	-	-	1,257		6	1,068			
LOT C TOTAL		**7,873**		**0.7**	**2,803**		**7,496**	**5,271**	**351**	**-**	**-**	**5,622**	**4**	**22**	**4,480**	**1**	**2**	**1**
LOT D1	Residential	2398	0.5	1.5	1,222	4	4,888	3,666	-	-	-	3,666	41		3,116	11	24	6
LOT D2	Residential	3286	0.5	1.1	1,209	4	4,836	3,627	-	-	-	3,627	41		3,083	11	24	6
LOT D3	Residential	2428	0.5	1.5	1,205	4	4,820	3,615	-	-	-	3,615	41		3,073	11	24	6
LOT D4	Residential	2485	0.5	1.4	1,200	4	4,800	3,600	-	-	-	3,600	41		3,060	11	24	6
LOT D5	Residential	1729	0.5	1.7	980	4	3,919	2,939	-	-	-	2,939	33		2,498	9	19	5
LOT D6	Residential	2800	0.5	1.3	1,172	4	4,688	3,516	-	-	-	3,516	40		2,989	11	23	6
LOT D7	Residential	2002	0.5	1.4	908	4	3,632	2,724	-	-	-	2,724	30		2,315	8	18	4
LOT D8	Residential	2151	0.5	1.4	1,013	4	4,052	3,039	-	-	-	3,039	34		2,583	9	20	5
LOT D9	Residential	3439	0.5	1.3	1,441	4	5,764	4,323	-	-	-	4,323	49		3,675	13	29	7
LOT D10	Residential	2670	0.5	2.2	1,408	4 to 6	7,838	5,879	-	-	-	5,879	67		4,997	18	39	10
LOT D11	Residential	2901	0.5	1.9	1,315	4 to 6	7,318	5,489	-	-	-	5,489	62		4,665	17	36	9
LOT D TOTAL		**28,289**		**1.5**	**13,309**		**56,791**	**42,652**	**236**	**236**	**236**	**42,652**	**479**			**129**	**280**	**70**
LOT E1	Residential	1677	1.4	1.4	766	4	3,064	2,298	-	-	-	2,298	26		1,953	7	15	4
LOT E2	Residential	4836	1.4	1.4	1,666	4 to 6	9,212	6,909	-	-	-	6,909	78		5,873	21	46	11
LOT E3	Residential	9382	1.4	2.0	4,635	2 to 4	25438	19079	0	0	0	19079	216		16,217	59	126	31
LOT E TOTAL		**15,895**		**1.6**	**7,067**		**37,714**	**28,286**	**-**	**-**	**-**	**28,286**	**320**	**-**	**24,043**	**87**	**187**	**46**

LOT F1	Residential	2803	0.5	1.4	1,320	4	5,278	3,959	-	-	-	3,959	44		3,365	12	26	6
LOT F2	Residential	2576	0.5	1.5	1,284	4	5,136	3,852	-	-	-	3,852	44		3,274	12	26	6
LOT F3	Residential	2927	0.5	1.8	1,713	4	6,852	5,139	-	-	-	5,139	58		4,368	16	34	8
LOT F4	Residential	1744	0.5	1.7	977	4	3,908	2,931	-	-	-	2,931	33		2,491	9	19	5
LOT F TOTAL		**10,050**		**1.6**	**5,294**		**21,174**	**15,881**	**-**	**-**	**-**	**15,881**	**179**	**-**	**13,499**	**49**	**105**	**25**
LOT G1	Residential	2969	1.4	2.0	1,425	4 to 6	7,872	5,904	-	-	-	5,904	67		5,018	18	39	10
LOT G2	Residential	2812	1.4	2.1	1,473	4 to 6	7,816	5,862	-	-	-	5,862	66		4,983	18	39	9
LOT G3	Residential	2996	1.4	1.7	1,208	4 to 6	6,696	5,022	-	-	-	5,022	57		4,269	16	33	8
LOT G4	Residential	2788	1.4	1.9	1,337	4 to 6	7,024	5,268	-	-	-	5,268	60		4,478	16	35	9
LOT G5	Residential	2936	1.4	1.9	1,361	4 to 6	7,452	5,589	-	-	-	5,589	63		4,751	17	37	9
LOT G6	Residential	3024	1.4	2.0	1533	4 to 6	8142	6107	-	-	-	6107	69		5191	19	40	10
LOT G7	Residential	2861	1.4	2.1	1565	4 to 6	8014	6011	-	-	-	6011	69		5109	19	40	10
LOT G-H1	Residential-Heritage	1705	1.4	0.8	891	2	1782	1337	-	-	-	1337	15		1136	4	9	2
LOT G TOTAL		**22,091**		**1.8**	**10,793**		**54,798**	**41,098**	**-**	**-**	**-**	**41,098**	**466**		**34,934**	**127**	**272**	**67**
LOT H1	Residential	2085	1.4	1.9	927	4 to 6	5,196	3,897	-	-	-	3,897	44		3,312	12	26	6
LOT H2	Residential	2218	1.4	1.8	948	4 to 6	5,335	4,001	-	-	-	4,001	45		3,401	12	27	6
LOT H3	Residential	1398	1.4	2.5	789	4 to 6	4,604	3,453	-	-	-	3,453	40		2,935	11	23	6
LOT H4	Residential	2858	1.4	1.9	1,399	4 to 6	7,132	5,349	-	-	-	5,349	61		4,547	17	35	9
LOT H5	Residential	3455	1.4	1.6	1,383	4 to 6	7,590	5,693	-	-	-	5,693	65		4,839	18	38	9
LOT H6	Residential	2312	1.4	2.0	1,188	4 to 6	6172	4629	0	0	0	4629	52		3935	14	31	7
LOT H7	Townhouses	1175	1.4	0.7	406	3	1,114	836	-	-	-	836		4	710			
LOT H8	Townhouses	1295	1.4	0.7	459	3	1,264	948	-	-	-	948		3	806			
LOT H-H1	Residential-Heritage	1293	1.4	0.6	529	2	1058	794	0	0	0	794	8		674	2	5	1
LOT H-H2	Residential-Heritage	740	1.4	0.6	305	2	610	458	0	0	0	458	5		389	1	3	1
LOT H-H3	Residential-Heritage	835	1.4	0.7	403	2	806	604	0	0	0	604	7		514	2	4	1
LOT H TOTAL		**1,788**		**1.4**	**8,736**		**40,881**	**30,661**	**-**	**-**	**-**	**30,661**	**327**	**7**	**26,062**	**89**	**192**	**46**

LOT I1	Townhouses	1430	1.4	0.7	452	3	1,241	931	-	-	-	931		4	791				
LOT I2	Residential	2106	1.4	1.7	815	4 to 6	4,754	3,566	-	-	-	3,566	41		3,031	11	24	6	
LOT I3	Residential	12098	2.1	2.3	4,271	6 to 12	37,768	28,326	-	-	-	28,326	322		24,077	88	188	46	
LOT I4	Residential	9941	2.4	2.4	1,928	4 to 12	32,437	24,328	-	-	-	24,328	275		20,679	75	161	39	
LOT I-H1	Residential	316	2.4	0.3	132	1	132	99	-	-	-	99	1		84	-	1	-	
LOT I-H2	Residential	654	1.4	0.2	187	1	187	140	0	0	0	140	1		119	0	1	0	
LOT I5	Townhouses	913	1.4	0.7	315	3	838	629	-	-	-	629		3	534				
LOT I6	Townhouses	1477	1.4	0.7	493	3	1,353	1,015	-	-	-	1,015		5	863				
LOT I TOTAL		**27,458**		**1.1**	**8,593**		**78,710**	**59,033**	**-**	**-**	**-**	**59,033**	**640**	**12**	**49644**	**174**	**375**	**91**	
LOT J1	Residential	3029	1.4	2.0	1,440	4 to 6	7,902	5,927	-	-	-	5,927	67		5,038	18	39	10	
LOT J2	Residential	2874	1.4	2.1	1,441	4 to 6	7,906	5,930	-	-	-	5,930	67		5,040	18	39	10	
LOT J3	Residential	2720	1.4	2.2	1,455	4 to 6	8,000	6,000	-	-	-	6,000	69		5,100	19	40	10	
LOT J-H1	Townhouses	4617	0.5	0.5	1,517	1 to 3	2,923	2,192	-	-	-	2,192		7	1,863	7	15	4	
LOT J TOTAL		**13,240**		**1.7**	**5,853**		**26,731**	**20,048**	**-**	**-**	**-**	**20,048**	**203**	**7**	**17,041**	**62**	**133**	**34**	

8.2 CONCORD PRECINCT YIELD SUMMARY

GroupGSA for City of Canada Bay Council

Description	Date	Revision
Revised Masterplan	9/2/2022	A
Revised Masterplan	4/19/2023	B
Revised Masterplan	2/20/2024	C
Revised Masterplan	2/26/2024	D
Final Masterplan (Revised)	9/4/2024	E
Final Masterplan (Revised)	5/6/2024	F

Table 1: Study Area Summary

Overall Site Area:	**80,083 sqm**
TOTAL GFA	**92,256 sqm**
TOTAL Units	**812 units**
TOTAL Townhouses	**67 townhouses**

Development Assumptions

Building Efficiency (Non-Resi)

GFA / GEA Ratio: Retail / Commercial	75%

Apartments

GEA / GFA Ratio	75%
GFA / NSA Ratio	85%
GFA / GEA Ratio (Alt Calc, GFA excludes shared circulation)	75%

Apartments: Typical Unit Size

1B	55 sqm (NSA)
2B	77 sqm (NSA)
3B	105 sqm (NSA)
Average (Assumption used for Alt Calc)	85 sqm (GFA)

Assumed NSA Mix	20% 1B
	60% 2B
	20% 3B
	100%

Table 2: Yield Estimate Breakdown

DEVELOPABLE LAND (on the non-developed parts of the Study Area)

Lot	Land Use	Lot Area (m2)	PRCUTS FSR REF	New FSR	Site Coverage (%)	Footprint (m2)	Building Storeys	GEA (m2)	Land Use (GFA, m2)			TOTAL GFA (m2)	Units	Townhouses	TOTAL RESIDENTIAL NSA (m^2)	Unit Mix		
									Residential	*Retail*	*Commercial*					*1-Bed*	*2-Bed*	*3-Bed*
LOT A1	Townhouses	970	2.3 :1	0.7 :1	38%	369	2 to 3	947	710	-	-	710		5	604			
LOT A-H1	Residential - Heritage	456	1.5 :1	0.7 :1	49%	222	2	444	333	-	-	333	4		283	1	2	1
LOT A2	Residential (Existing)	741	1.5 :1	0.4 :1	26%	195	2	390	293	-	-	293	3		249	1	2	-
LOT A3	Residential (Existing)	2453	2.3 :1	2.3 :1	61%	1,504	5	7520	5640	-	-	5640	63		4794	17	37	9
LOT A4	Residential	2184	2.3 :1	2.1 :1	56%	1223	5	6115	4,586	-	-	4586	51		3898	14	30	7
LOT A5	Townhouses	1065	2.3 :1	0.9 :1	43%	462	3	1223	917	-	-	917		4	780			
LOT A6	Residential+Commercial	3016	2.3 :1	2.4 :1	56%	1683	5 to 6	9483	6,876	236	-	7112	78		5845	21	46	11
LOT A7	Residential+Commercial	1627	2.3 :1	1.9 :1	50%	821	5	4109	2,466	616	-	3082	28		2096	8	16	4
LOT A8	Residential+Commercial (Existing)	558	2.3 :1	3.2 :1	85%	472	5	2,360	1,770	-	-	1770	20		1505	5	12	3
LOT A TOTAL		**13,070**		**1.6 :1**	**47%**	**6,951**		**32,591**	**23,591**	**852**		**24,443**	**247**	**9**	**20,053**	**67**	**145**	**35**
LOT B1	Existing Commercial	3,808	2.3 :1	0.9 :1	0%	-	2 to 5	4,353	-	3,265	-	3,265	-		-	-	-	-
LOT B2	Residential+Commercial	5,059	2.3 :1	1.9 :1	46%	2,325	5 to 6	12,711	9,124	409	-	9,533	103		7,756	28	60	15
LOT B TOTAL		**8,867**		**1.4 :1**	**0.2**	**2,325**		**17,064**	**9,124**	**3,674**		**12,798**	**103**		**7,756**	**28**	**60**	**15**
LOT C1	Residential+Commercial	4,446	2.3 :1	2.0 :1	47%	2,093	5 to 6	11,585	8,322	367	-	8,689	94		7,074	26	55	13
LOT C2	Residential+Commercial	4,117	2.3 :1	2.0 :1	48%	1,972	5 to 6	10,932	7,849	350	-	8,199	89		6,671	24	52	13
LOT C TOTAL		**8,563**		**2.0 :1**	**47%**	**4,065**		**22,517**	**16,171**	**717**	-	**16,888**	**183**		**13,745**	**50**	**107**	**26**
LOT D1	Residential+Commercial	4,211	2.4 :1	1.8 :1	47%	1,980	4 to 6	9,999	7,138	362	-	7,499	81		6,067	22	47	12
LOT D2	Residential+Commercial	1,977	2.4 :1	1.1 :1	36%	711	1 to 4	2,844	1,856	278	-	2,133	21		1,577	6	12	3
LOT D-H1	Residential+Commercial - Heritage	13,298	2.4 :1	0.4 :1	54%	7,223	1	7,223	5,417	-	-	5,417	62		4,605	17	36	9
LOT D TOTAL		**19486**		**1.1 :1**	**46%**	**9914**		**20066**	**14410**	**639**		**15049**	**164**		**12249**	**45**	**95**	**24**

LOT E1	Townhouses	2,906	1.4 :1	0.7 :1	37%	1,077	3	2,888	2,166	-	-	2,166		11	1,841			
LOT E TOTAL		**2,906**		**0.7 :1**	**37%**	**1077**		**2888**	**2166**	**0**	**0**	**2166**		**11**	**1841**	**0**	**0**	**0**
LOT F1	Townhouses	2,209	1.4 :1	0.7 :1	35%	764	3	2,009	1,507	-	-	1,507		7	1,281			
LOT F2	Residential	3,338	1.4 :1	1.2 :1	50%	1,657	2 to 4	5,344	4,008	-	-	4,008	45		3,407	12	27	6
LOT F TOTAL		**5,547**		**0.9 :1**	**42%**	**2,421**		**7,353**	**5,515**	**-**	**-**	**5,515**	**45**	**7**	**4,688**	**12**	**27**	**6**
LOT G1	Residential	3,055	1.4 :1	1.3 :1	53%	1,634	2 to 4	5,352	4,014	-	-	4,014	45		3,412	12	27	6
LOT G2	Residential - Existing	3,193	1.4 :1	0.4 :1	29%	912	2	1,824	1,368	-	-	1,368	15		1,163	4	9	2
LOT G3	Townhouses	1,693	1.4 :1	0.7 :1	36%	604	3	1,596	1,197	-	-	1,197		5	1,017			
LOT G4	Residential	1,850	1.4 :1	0.7 :1	35%	654	3	1,728	1,296	-	-	1,296		5	1,101			
LOT G-H1	Residential - Heritage	564	1.4 :1	0.3 :1	37%	208	1	208	156	-	-	156		1	133			
LOT G TOTAL		**10,355**		**0.7 :1**	**38%**	**4,012**		**10,708**	**8,031**	**-**	**-**	**8,031**	**60**	**11**	**6,826**	**16**	**36**	**8**
LOT H1	Townhouses	2,500	1.0 :1	0.7 :1	34%	854	3	2,323	1,742	-	-	1,742		8	1,481			
LOT H2	Townhouses	2,486	1.0 :1	0.7 :1	34%	838	3	2,217	1,663	-	-	1,663		8	1,413			
LOT H3	Townhouses	1,722	1.0 :1	0.7 :1	24%	405	2 to 3	1,661	1,246	-	-	1,246		4	1,059			
LOT H4	Townhouses	2,466	1.0 :1	0.7 :1	38%	946	2 to 3	2,447	1,835	-	-	1,835		9	1,560			
LOT H-H1	Residential - Heritage	1,014	1.0 :1	0.2 :1	16%	160	2	320	240	-	-	240	3		204	1	2	-
LOT H-H2	Residential - Heritage	1,101	1.0 :1	0.6 :1	39%	427	2	854	641	-	-	641	7		544	2	4	1
LOT H TOTAL		**11,289**		**0.6 :1**	**31%**	**3,630**		**9,822**	**7,367**	**-**	**-**	**7,367**	**10**	**29**	**6262**	**3**	**6**	**1**

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